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# Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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## Vanguard—last 'Ship of the Line'—is to be scrapped

### GUNS NEVER FIRED IN ANGER

IT was announced on October 9 that the battleship Vanguard, 44,500 tons, the last of her class in Britain, may be "scrapped". Thus the last of Britain's "ships of the line" disappears.

Vanguard has been the Reserve Fleet Headquarters Ship at Portsmouth since 1956, but "it is now possible to accommodate the officers and men of the Reserve Fleet who have been living on board the ship," it has been stated.

The enormous expense of keeping the ship has made it obvious that disposal was a matter of time but it will be regretted by an enormous number of people.

Although the Admiralty has stated that the Vanguard "may" be scrapped the possibility does exist that the ship could be retained for some function or other—exactly how it is difficult to envisage.

Built by John Brown & Co. Ltd., of Clydebank, Vanguard was laid down on October 2, 1941, launched on November 30, 1944, and completed on April 25, 1946. Her displacement is 44,500 tons, standard, and 51,500 full load, and her length is 814 ft., her beam 108 ft. and her draught (mean) 28 ft. Capable of 29½ knots she is armed with eight 15 inch, sixteen 5.25 inch, 70 Bofors and four saluting guns and her peace-time complement is 1,600. In war time she could carry 2,000.

Vanguard is the largest warship ever to be built in Great Britain and the approximate cost was £9,000,000. To build such a ship today would cost about £30,000,000. Her 15-inch guns were first mounted in H.M.S. Courageous and Glorious in 1917 and later these were put into the reserve of weapons maintained for Hood, Queen Elizabeth and Royal Sovereign classes.

Vanguard cannot claim to have any real historical value for she never fired her guns in anger. She is associated in the public mind primarily with the Royal Tour to South Africa in February to May, 1947. In February, 1949, Vanguard was temporarily attached to the Mediterranean Fleet. In November, 1949, she became Flagship of the Training Squadron based at Portland. She took part in the Home Fleet Autumn Cruise of 1950 and the Spring Cruise of 1951, and wore the flag of the Commander-in-Chief, Home Fleet, during the latter cruise. After another period as Flagship of the Training Squadron she was the Flagship, Home Fleet from May, 1952, to July, 1954, and in January, 1956, the ship was transferred to the administration of the Senior Officer, Reserve Fleet, Plymouth, being towed in November, 1956, from Devonport to Portsmouth, and she has been the Flagship of the Flag Officer Commanding Reserve Fleet since November, 1956, and also the Headquarters Ship of the Senior Officer Reserve Fleet, Portsmouth.

The ship is recognised to be one of the finest and one of the most handsome ever built for the Royal Navy, and had she been called upon to serve her country in action, there is no doubt that she would have given a very good account of herself.

To what use could the ship be put? A training ship is the obvious answer but as the cost of running her would be enormous she would have to be berthed alongside. The ideal would be for her to be alongside a jetty with facilities for boat work on the other side. If only such a place could be found naval officers and men agree that she could still perform a most useful function, for there is nothing like working in a ship to instil that "ship-sense" which the very best of training establishments cannot really give.

### GAVINTON PICKS A WINNER

ONE of the highlights of H.M.S. Gavinton's late September visit to Folkestone was the "Queen of Britain's Resorts" regional final.

Lt.-Cdr. D. G. Sherrard, R.N., the commanding officer of the minesweeper, was one of the judges of the beauty contest. The winner Miss Lavinia Laury Johns, a lovely blue-eyed blonde student from Gravesend, 5 ft. 8 ins., and with statistics of 39-24-37, wore a most becoming leopard skin swim suit.

"I was a little nervous," the winner confided to Lt.-Cdr. Sherrard, "but it is wonderful to win."

Amongst the competitors appeared Miss H.M.S. Gavinton, alias Able Seaman Bill Marchant, of Faversham. Wearing a suitable grass skirt, he delighted the crowd with saucy antics. He did not appear over disappointed when he failed to appear in the winners' list, but he admitted that the consolation prizes were more than satisfactory.

The contest was staged during a dance at the Leas Cliff Hall and the crew of Gavinton were the guests of the evening. It was a most enjoyable evening—one of the crew was reported to have said "We've never had it so good."

### FLAG OFFICER SEA TRAINING PROMOTED

REAR-ADMIRAL W. G. Crawford, who has been Flag Officer Sea Training since September, 1958, was promoted Vice-Admiral to date November 4.

Vice-Admiral Sir Arthur Pedder has been placed on the retired list.

### NEW CARRIER TO COMMISSION

H.M.S. Hermes is expected to arrive at Portsmouth on November 18, and to commission on November 25.

Commanded by Capt. D. S. Tibbits, R.N., formerly Commanding Officer of H.M.S. Dryad, H.M.S. Hermes will begin her working-up trials shortly after commissioning. They may be expected to last approximately six months.

Hermes was launched in February, 1953, by Lady (then Mrs.) Churchill and the ship was built in the Barrow-in-Furness yard of Vickers-Armstrong, Ltd.

### Protector's Commissioning

AFTER attending the ship's commissioning in H.M.S. Protector in Portsmouth dockyard on October 13, the Bishop of Portsmouth (Dr. W. L. S. Fleming) flew by helicopter from the ship to Battersea Heliport.

In his address to the ship's company of Protector the Bishop recalled his own experience in Graham Land for he was Chaplain and Geologist to the British Graham Land Expedition in 1934-37.

The commissioning service was conducted by the Reverend Keith Seymour, Chaplain R.N., the ship's chaplain.

### Turkish vessel scuttled when searched

The minesweeper H.M.S. Burnaston, 360 tons, employed on patrol work off Cyprus, stopped the Turkish ship Deniz on October 18 and whilst a Royal Navy party was on board the motor vessel and searching it the crew of the Deniz scuttled the ship.

Two cases of ammunition were salvaged before the vessel sank.

### H.M.S. Redpole visits London

H.M.S. Redpole, one of the few war-time sloops still in commission, visited the Thames last month and berthed at Greenwich from October 7 to 12. Now reclassified as a frigate and employed on navigational training aids at Portsmouth, Redpole is commanded by Lieut.-Cdr. J. L. N. Ommamney, R.N.

Whilst in the Thames the ship was in collision with a tanker which necessitated a three-week stay in H.M. Dockyard, Chatham, whilst repairs were carried out.

The ship returned to Portsmouth on October 26.

Launched in February 1943, Redpole was first used in escorting duties from Greenock to the Mediterranean and joined the local escort group at Gibraltar. She was in action while covering the Normandy landings and subsequently went to the Far East. She was one of the first ships into Hong Kong at the end of the war and gained Battle Honours off Burma in 1944-45.

The Redpole has a complement of 7 officers and 110 ratings.

Admiral of the Fleet Sir Philip Vian will inspect contingents of Jewish ex-Service men and women at the annual Jewish Remembrance Parade on the Horse Guards on November 15.

## The new H.M.S. Ariel

At a ceremony at Lee-on-Solent on October 31, H.M.S. Daedalus, the Royal Naval Air Station, became H.M.S. Ariel, home of the air electrical officers and ratings of the Fleet Air Arm.

The ceremony was watched by families and friends of the officers and men affected.

The name Daedalus has not, however, been lost. At the same time as the ceremony was taking place, the headquarters of the Flag Officer Air (Home) at Wykeham Hall, Lee-on-Solent, was being commissioned as H.M.S. Daedalus.

Rear-Admiral W. G. S. Tighe, representing the Flag Officer Air (Home), was present at the parade to witness the hoisting of the White Ensign previously used in H.M.S. Ariel at Worthy Down, and he wished the new H.M.S. Ariel every success in the future.

The Chaplain of the Fleet, Archdeacon the Venerable F. D. Bunt, who blessed the new H.M.S. Ariel, remarked in his address that the station took on its new name because it had a new purpose to fulfil and it had taken a name associated with that purpose.

### LET BYGONES BE BYGONES

THE ultimate in Anglo-U.S. relations was achieved recently. Lieut. R. H. Mann, R.N. (Commanding Officer, H.M. Submarine Astute) found himself drinking in the U.S. Destroyer John Paul Jones; the drink—ice cold tea, the place—Boston, Massachusetts.

### U.S. SUBMARINE AT DOLPHIN

THE United States Submarine Tench visited Gosport during October, staying nine days at H.M.S. Dolphin. Lieutenant-Commander Ralph B. Mills, U.S.N., the ship's commanding officer, was enthusiastic about the reception given to him and his ship's company. H.M.S. Trenchant was the Tench's "host-boat."

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## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.),  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 26421 (Ext. 2194)

### EDITORIAL

THE provision of married quarters at home and abroad has been of inestimable value to officers and men, but it has also created a problem.

Before married quarters were available, most married men, particularly those with families, established a home in or near the Home Ports, but with quarters available this state of affairs does not exist to the same extent.

Every day the Editor of this paper is asked about accommodation by men and women who have just returned from abroad. Couples without, or perhaps one, child can usually obtain temporary accommodation, but families with two or more children are often hard put to it to find somewhere to sleep. It is a problem when the husband is present, but in the case where a wife returns to the United Kingdom in advance of her husband, the difficulties are enormous.

Most people have relatives or friends to whom they can turn, but in so many cases wives have had, literally, nowhere to go. It is easy enough to say that "the husbands should make arrangements." Most do—but there are times—particularly if there are several children, when nothing can be done from two or more thousand miles away. Even if temporary accommodation is found it often proves to be extremely expensive.

What's to be done? There should be at various places in the United Kingdom, certainly at the home ports, hostels where families can stay until a permanent home can be set up. These hostels should cater primarily for people returning from abroad and should be available to such people for a maximum period of—say—three weeks, during which time the home-seekers could look around and find somewhere to live. It might also be possible to use such hostels on other occasions.

Such a hostel is really only an extension of the married quarters system, but as it would appear that Admiralty funds are not available for such purposes, money to build such places would have to be found from elsewhere.

The Editor understands that the provision of such a hostel in the Portsmouth area is being seriously considered, and if his information is correct it is hoped that welfare committees, etc., will support the project whenever funds are available.

## Royal Navy's Influence for Peace

### FAREWELL MESSAGE FROM EARL OF SELKIRK

A NEW First Lord of the Admiralty, Lord Carrington, has been appointed in succession to the Earl of Selkirk, who is taking up a new appointment in Singapore.

In a farewell message to the Navy Lord Selkirk said:—  
"During my time at the Admiralty it has been my privilege to visit the

Royal Navy in five continents and in 13 territories within the British Commonwealth. I am deeply grateful for the kindness shown everywhere.

"One outstanding impression of these travels stays in my mind. This is the deep confidence in the Royal Navy's influence for peace which is felt throughout these widely separated British territories. Our friends overseas have no doubt about the role of the Navy, the kindness of heart, the practical efficiency and the dignity of bearing for which the Service is famous are still held in the highest regard all over the world. Great faith is placed in your high standards, and from what I have been privileged to see of your work I know that faith is justified.

"I have also been greatly impressed by the capacity of the whole Navy Service, uniformed and civilian, to adapt itself to meet the far-reaching changes of our time. The latest radar and weapon systems, the new aircraft which compare with any in the world, the three entirely new kinds of ship which will be with the Fleet in a few years, illustrate the vitality and ingenuity on which the future of the Service depends.

"I have been very proud to work with you all, and I wish every one of you good fortune. In saying farewell with a real sense of sadness I can at least rejoice that my new appointment will keep me in close touch with the Royal Navy. May God bless you all."

### H.M.S. Tyne at Liverpool

THE Commander-in-Chief, Home Fleet, Admiral Sir William W. Davis, G.C.B., D.S.O. and Bar, visited Liverpool in the Fleet Flagship, H.M.S. Tyne, for an official visit between October 22 and 26.

Admiral Davis is also Commander-in-Chief of the N.A.T.O. Eastern Atlantic Area and as such is responsible for the protection of merchant shipping and trade routes in this vast command. It was, therefore, fitting that he should visit the port of Liverpool, terminus of our nation's trade, with its long association with the Royal Navy, especially in the Battle of the Atlantic in the Second World War.

### LETTERS TO THE EDITOR

## VOICE FROM THE PAST

SIR.—Since 1920 I have been with the Royal Navy doing my time as a seaman and now C/M rigger at Portland.

During that time the changes and improvements have been amazing, something new and different every month, which thanks to NAVY NEWS with its advanced information keeps us well informed of what to expect here at Portland.

The first warship I'd ever seen was when I went to Shotley in 1920 and you refer to it in June's edition, H.M.S. Blake. She was there at that time, but this is what I want to write about.

I have an old seamanship manual called *Alstons Seamanship*, printed in 1902. In it is an Introduction by Capt. Alston dated December 1859, and I feel sure you will be interested and finally get a smile out of it, so I will write it word for word.

"Introduction to First Edition by Capt. Alston, R.N."

"Although we are living in what might be called the steam era and our Navy is a steam Navy, I have in this work wholly excluded the consideration of steam power, as, owing to great cost of coal, and the impossibility of providing stowage for it except to a limited extent, the application of steam power for ordinary purposes must be strictly auxiliary and subordinate, and its employment on general service the exception and not the rule. In bad weather the old order of things will re-assert its supremacy, and any lengthened absence from port, or derangement of machinery, must always render the use of canvas imperative.

"Thus then, the study and practice of seamanship are happily not yet a work of supererogation. If Britannia be destined still 'to rule the waves,' it must be by the help of seamen as well qualified as those who won that supremacy for her; and we trust that the day is far distant, when her trident shall be delivered into the keeping of mere artificers and mechanical precisions."

Well sir, what do you think? What would Capt. Alston think? Why, even the good captain's "canvas" is now obsolete and Terylene taking its place, no hemp, nylon is the coming thing, wire spliced by machine (Taleirit), Bunks with bedside lamps,

for hammocks and best of all the ratings paid with five pound notes.

Well must close. Regards to all "Old ships" and success to your paper.

Yours faithfully,  
T. A. PIKE.

Portland.

### CRADLE OF NAVAL AVIATION

Sir,—In the article on page 1 of NAVY NEWS, October, reference is made to the closing down of the Royal Naval Barracks at Lee-on-Solent (H.M.S. Daedalus), "headquarters of the Fleet Air Arm since May, 1939." It seems to be implied that this was its first commission and that H.M.S. Daedalus has had a short life of 20 years. Please don't shorten its life too much; my (real) parchment shows that I was on the books of H.M.S. Daedalus in the First World War, when she was one of the "ships" of the Royal Naval Air Service—surely the real cradle of naval aviation.

Yours faithfully,  
V. GAMMON.

145 The Drive, Rickmansworth,  
One-time C.P.O. R.N.A.S. No.,  
F.10357, H.M.S. Daedalus.

### DO THESE NAMES RECALL A WAR-TIME INCIDENT?

Sir,—In connection with a wartime incident I wish to incorporate into a book I am writing. I am very anxious to contact any officer or rating who was serving in the destroyer *Verdun*, the corvette *Kittiwake* or the rescue tug *Sabine* early in June, 1941.

All letters will be answered.  
Yours faithfully,  
A. C. HAMPSHIRE

6 Southbourne Gardens,  
Eastcote, Ruislip.

A small error in an advertisement in our October issue has brought to light an interesting fact, viz. that Messrs. C. H. Bernard & Sons, Ltd., received a Royal Warrant of Appointment to the Prince of Wales in 1902—nearly sixty years ago. The advertisement read 1932. Messrs. Bernard are naturally proud of the Warrant and we express our regret for the error.

## Minesweepers for Singapore

H.M.S. Woodbridge Haven, with the minesweepers Houghton, Dartington, Fiskerton, Chawton, Puncteston, and Wilkinston left Malta on October 21 for Singapore.

It is understood that the movement is in consequence of relaxation in the Cyprus patrol.

The minesweepers, with the addition of Maryton and Woolston, will be known as the 104th Minesweeping Squadron. The remaining minesweepers at Malta will be the 108th Minesweeping Squadron.

### Better times for Bowlands

THE Commodore of the Naval Barracks, Portsmouth (Commodore the Viscount Kelburn), stated at the annual meeting of the Royal Naval and Royal Marine Maternity Home, Portsmouth, on October 15, that the Home which nearly shut its doors has been "reprieved." The Home, Bowlands, of which the Commodore is Chairman of the Council of Management, has been faced for some years with having to close down, but it is now hoped that it would be kept permanently full.

## ROYAL NAVY'S DRAFTING FORECAST

### SUBMARINE COMMAND

H.M.S. Truncheon, November, at Devonport for service in 3rd Submarine Squadron.

H.M.S. Tudor, November, at Rosyth for service in 5th Submarine Squadron.

H.M.S. Alliance, December, at Devonport for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Amphion, December, at Portsmouth for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Aurochs, December, at Portsmouth for service with the 6th Submarine Squadron at Halifax, Canada.

### GENERAL

No. 820 Squadron, November 2, at R.N.A.S. Culdrose, for Overseas Service (Ark Royal).

H.M.S. Brave Borderer, November 11, at Portsmouth for Home Sea Service, U.K. Base Port, Portsmouth.

No. 848 Squadron, November 10, at Portland for Overseas Service (Bulwark).

H.M.S. Hartland Point, November 24, at Chatham, for Foreign Service (Far East).

H.M.S. Trafalgar, November 24, at Portsmouth, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.

H.M.S. Broadsword, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.

H.M.S. Dunkirk, November 24, at Devonport, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Devonport.

H.M.S. Laymoor, December 8, at Renfrew for Home Sea Service (Boom Defence).

H.M.S. Ark Royal, December 1, at Devonport, for General Service Commission (Home/Mediterranean) (21 months). U.K. Base Port, Devonport.

H.M.S. Hermes, December, at Barrow for trials. Commissions June, 1960. for General Service Commission. Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Jaguar, December 9, at Dumbarton, for General Service Commission (South Atlantic and South America/Home) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Layburn, December, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Loch Fada, January 19, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf) (16 months). U.K. Base Port, Portsmouth.

H.M.S. Bulwark, January 19, at Portsmouth, for Foreign Service (Far East).

H.M.S. Ulster, January 26, at Devonport, for General Service Commission (Home/West Indies) (24 months). U.K. Base Port, Devonport.

H.M.S. Dampier, January 4, at Singapore, for Foreign Service.

No. 890 Squadron, February 1, at R.N.A.S. Yeovilton, for Overseas Service (Victorious).

H.M.S. Cassandra, end February, at end April for Foreign Service (Far East).

H.M.S. Lynx, February 16, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Brave Swordsman, February, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Ursa, February, at Malta, for trials.

H.M.S. Quanton, February, at Devonport, for Home Sea Service. U.K. Base Port, Portland.

No. 804 Squadron, March 1, at R.N.A.S. Lossiemouth, for Overseas Service (H.M.S. Hermes).

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Victorious, March, at Portsmouth, for General Service Commission, Home East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Rothesay, March, at Glasgow, for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March, at Clyde for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

No. 893 Squadron, March, at R.N.A.S. Yeovilton, for Overseas Service (Hermes).

H.M.S. Bronington, mid-March, at Rosyth, for Home Sea Service. U.K. Base Port, Portland (C.M.S.).

H.M.S. Undaunted, April 12, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 12, for General Service Commission Home/East of Suez (24 months).

H.M.S. Loch Ruthven, April, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Owen, April 5, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months).

H.M.S. Llandaff, May, at Devonport for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Orwell, May 3, at Rosyth for trials.

No. 814 Squadron, May 1, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes).

H.M.S. Decoy, mid-May, at Devonport for trials. Commissions end June for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Mounts Bay, May, at Singapore for Foreign Service (Far East).

H.M.S. Londonderry, May, at Cowes, for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, early June, at Tyne, for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

No. 825 Squadron, June 1, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Solebay, June, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lagos, June for General Service Commission, Home/Mediterranean (21 months).

H.M.S. Protector, June, for General Service Commission Home/South Atlantic and South America. (12 months).

H.M.S. Cavalier, June, at Singapore, for Foreign Service (Far East).

H.M.S. Wizard, end-June, at Chatham for Trials. Commissions end August for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Loch Fyne, July, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (12 months). U.K. Base Port, Devonport.

H.M.S. Lincoln, July, at Glasgow, for Foreign Service (Far East).

H.M.S. Rhyd, end-July, at Portsmouth for trials.

H.M.S. St. Brides Bay, July, at Singapore, for Foreign Service (Far East).

H.M.S. Leopard, August, at Portsmouth, for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth.

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## MOTORING NOTES

# Absurd prices are paid for obsolete machines

AFTER a lapse of four months your Editor has at last found the writer lurking in his hidey hole and persuaded him to return to the "Navy News" columns.

It was a nice holiday while it lasted. Those of you who take the regular appearance of the Navy News for granted might spare a thought for your Editor. It must be quite a task on occasions to keep his fingers on contributors who like himself are no longer subject to service discipline and are in a position to tell him to take a running jump somewhere if we don't feel like contributing. Incidentally this might help to persuade some of the unbelievers that the NAVY NEWS is not a camouflaged mouthpiece for the Admiralty. My own articles for example have never been edited since the paper started.

## MOTOR-CYCLING

In recent months your correspondent has been very frequently engaged in assessing accident damage and giving current market values on a variety of motorcycles, very often the property of Naval personnel. Several facts have emerged which may interest readers.

The most obvious fact is the very high depreciation compared with motor cars, coupled with the absurd prices some people, particularly sailors, pay for obsolete machines. The popular bait in advertisements is emphasis on "teleforks" although these have been normal equipment for years. By far the most important end so far as "dating" a machine is concerned is the back end. Rigid frames and internally sprung wheels are now obsolete, and swinging arm rear suspension has been an essential fashion since about 1954. There are incidentally one or two models which have proved unpopular and are bad sellers. If you are new to the game a few private enquiries before getting too involved is a wise precaution, as salesmen are always looking for a "sucker" who will relieve them of a difficult machine.

Here let me rub it in again, as I have frequently done before, the

average Service man, no matter how experienced he may think he is, is no match for the professional car or motorcycle salesman. Your best defence is always to think things over for 24 hours and talk to your chums about your intentions. A holding deposit is not at all necessary and is a most unwise thing to agree to, and is often very difficult to recover if you change your mind.

## ACCIDENT REPAIRS

Most motorcyclists seem to think that if they have an accident the machine is best returned to the dealer from who they purchased it, especially if it is being purchased on H.P. This is nonsense and as the Insurance Policy only covers conveyance to the nearest competent repairer one may well find oneself being asked to pay for the collection out of your own pocket.

So far as the actual repairs are concerned there are two essentials before anything will happen. Firstly you must fill in a Claim Form correctly, and secondly you must get an estimate. Both of these must be sent to the Insurance Company as soon as possible, since otherwise they will take no action whatsoever. Once they are in possession of these documents you can expect them to either give instructions for repairs to proceed or appoint an assessor to act for them. However, if nothing happens within a week or ten days don't just sit and wait, write to them and demand action. Unfortunately, however, very often the culprit is the repairer. If this is so, don't stand any nonsense, as you are quite entitled to instruct another repairer to collect the machine and deal with the repairs.

Incidentally, how many of you realise that if the other chap is the cause of the accident you can recover the £5 or £10 excess which you usually have to bear, from his Insurance Company. A. E. MARSH.

## Frigate's 3,700 miles in fresh water

H.M.S. Ulster (Cdr. C. Rusby, R.N.) returned to Devonport on October 23 after 12 months of absorbing interest.

Since leaving Plymouth at the end of October, 1958, H.M.S. Ulster has visited 64 different ports or anchorages, including 25 West Indian Islands, and ports in five provinces of Canada, and has steamed through the waters of 11 States of the U.S.A., visiting ports in six of these. The total distance steamed during the commission was 40,000 miles. Some of the ship's more unusual achievements were the steaming of over 3,700 miles in fresh water taking in the courses of eight different rivers, being 2,000 miles from the open sea and 602 feet above sea level and dressing ship overall 22 times.

In covering the Atlantic coasts of America from 10°—50° North, temperatures experienced ranged from 14°—95° F. During the year in the West Indies Ulster has undertaken two Caribbean cruises and one to the United States, but the high-light of the commission was her attendance at the official opening of the St

Lawrence Seaway by H.M. The Queen on June 26, and the subsequent escort duties in the Great Lakes of Canada and Maritime Provinces. Ulster also escorted Prince Philip during the final stages of his world cruise in April, 1959.

Among the more important passengers taken on board were the Governor-General of the West Indies who took passage in the ship for a cruise off the Leeward Islands, the Governor of British Honduras and several administrators of the smaller groups of islands for visits to the more outlandish areas of their parishes.

### R.N.R. Centenary Celebrations

The centenary of the formation of the Royal Naval Reserve was celebrated on November 3 and 4.

Some 250 officers attended a dinner held in the Painted Hall of Greenwich College on November 3, at which H.R.H. The Duke of Edinburgh, H.R.H. The Duke of Gloucester, Lord Carrington (First Lord of the Admiralty) and Admiral of the Fleet The Earl Mountbatten of Burma (Chief of the Defence Staff) were present.

A thanksgiving service was held on November 4 at St. Paul's Cathedral.

it would be if all artistes had parity of diction that Vera Lynn

ses. branch standard will be on e again on Remembrance Sunday rham's beautiful cathedral.

is year's buffet supper will be on mber 4 and the "Members Only er" on the 16th.

the last branch meeting the l matter of enrolling associate ers was brought up but it was ed that Durham branch could accept any. Already there is y enough space for members r and the making of associate ers would inevitably mean a

M. Ships Whitby, Eastbourne and all of the 4th Frigate Squadron, ortsmouth on October 30 for the erranean.

**TWENTY-SEVEN** Standards were presented the dedication of the new branch Stand; and Lydd and Dungeness branches took pl Cathedral of Romney Marsh. Over 250 e dignitaries filled the church.

Led by the Royal Marine Band of the Commander-in-Chief, The Nore, the contingents of the 27 Royal Naval Association branches and other ex-service organisations marched to the church and after the dedication ceremony paraded through the town to The Rype.

The service was conducted by the Rev. G. A. Finch of Lydd and the Rev. T. F. Stuart Martin of New Romney and the sermon was preached by Canon H. A. Hodge, a former Chaplain of the training ship Worcester. The lessons were read by Capt. Nav

# SHIPS OF THE ROYAL NAVY

## No. 48 H.M.S. UNDINE



### Annual Reunion of Royal Indian Navy(1612-1947) Club

ADMIRAL Sir Stephen Carlill, K.B.E., C.B., D.S.O., was the Guest-of-honour when the Royal Indian Navy (1612-1947) Club held their Annual Reunion in the R.N.V.R. Club, London, on October 3. He had recently visited India and Pakistan, so was able to tell them of present conditions in the Indian and Royal Pakistan Navies.

He thought European Officers, who had served in the Royal Indian Navy, could consider they had made a good impression because both Indian and Pakistan Navies were keeping up the general principles started by them. He concluded by saying their Memorial in Asia could be found in an Indian Motto, which means "If you would see your monument, look round you."

Those present were sorry to hear that their President, Capt. L. Sanderson, C.I.E., could no longer hold office. He had presided for seven years, and he and his wife were very much thanked before Capt. P. C. Learmont, C.I.E., was elected to take over from him. Capt. L. Sanderson will continue to represent them at meetings of King George's Fund for Sailors.

Mr. A. H. Hammond was re-elected Hon. Secretary and others elected included Cdr. (E) H. G. P. Taylor as Vice President and Committee Members, Cdr. (Sp) G. E. Walker, O.B.E., Lieut.-Cdr. J. N. Rose, R.D., M.I.N., Commander J. E. Cornish and Lieut.-Cdr. (E) J. W. Wright.

It was announced that a History of Royal Indian Naval Coastal Forces, which had been written by Lieut.-Cdr. T. H. L. MacDonald, D.S.C., J.P., and Lieut.-Cdr. (S) P. I. Edwards, M.B.E., R.N.V.(S)R., had been accepted by the National Maritime Museum. One of the Indian Officers announced that a Maritime Museum had also been started in India, so he thought they would like copies of publications such as this.

The W.R.I.N.S. was represented by Chief Officer M. I. Cooper.

### Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

Ordnance Artificer to Chief Ordnance Artificer  
A. C. Cornell, MX 855863.  
Electrical Artificer to Chief Electrical Artificer  
R. H. Coomber, MX 855862.  
Petty Officer to Chief Petty Officer  
G. H. Jones, JX 160864; J. W. F. Edwards, JX 155896; T. E. Banks, JX 183427; J. H. Majoram, JX 154487; L. E. Lond, JX 170284.  
Engine Room Artificer to Chief Engine Room Artificer  
J. Calloway, MX 88259; E. Tapson, MX 904100; D. J. Reid, MX 667772.

Petty Officer Engineering Mechanic to Chief Engineering Mechanic  
D. E. Slater, KX 95167; H. Higginson, KX 95104; P. N. Day, KX 94493; D. Morey, KX 95761.

Petty Officer Electrician to Chief Electrician  
P. Hughes, MX 712095; A. G. Coles, MX 759152.

Petty Officer Cook(s) to Chief Petty Officer Cook(s)  
W. L. Hawkins, MX 57223.  
Mechanician to Chief Mechanician  
R. R. R. Dunbar, KX 524169.

To Chief Aircraft Artificer  
A. R. Braybrooke, L/FX 669358; V. N. Cavill, L/F 957726.

To Chief Aircraft Mechanician  
A. E. Hendy, L/FX 822800; A. Flower, L/FX 77427; D. C. Blackman, L/FX 813880.

To Chief Air Fitter (AE)  
A. E. Trise, L/FX 917868.

To Chief Air Fitter (O)  
R. C. Cousins, L/FX 816551; H. H. Milbourne, L/FX 562156.

To Chief Electrician (Air)  
J. Ellis, L/FX 670297.

To Chief Radio Electrician (Air)  
V. G. Price, L/FX 849155.

### Vacancy at Christ's Hospital

An Admiralty Fleet Order announces that a vacancy will occur in September, 1960, for the admission of the son of a Naval Officer to Christ's Hospital under Stock's Trust. Applications are invited for candidates born between September 20, 1949—September 20, 1951, inclusive.

Applicants must be the sons of Lieutenants R.N., who have been killed or died in the Service, or the sons of officers of higher rank where exceptional family circumstances or hardship exists. The final selection rests with the Council of Almoners of Christ's Hospital.

Forms of application, which may be obtained from the Secretary of the Admiralty (N.C.W. Branch) London, S.W.1, must be returned not later than April 14, 1960.



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# PROOF OF THE PUDDING IS IN THE EATING

## Officers and men eat new freeze dried foods

SENIOR Officers of the Navy including Rear Admiral Paffard, Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, and the Commodore of the Naval Barracks were served at the Royal Naval Barracks, Portsmouth on September 23 with a meal prepared by naval cooks from the new accelerated freeze-dried foods. These foods are the most recent development in food preparation and are the result of research carried out by food scientists at the Ministry of Agriculture Fisheries and Food Research Establishment in Aberdeen.

The officers also saw an exhibition of photographs and samples which showed the wide range of foods prepared by this new method and illustrated their advantages. The foods are light in weight, compact and do not need refrigerated storage. Thorough and prolonged tests have proved that some of these foods will keep for at least two years in tropical heat and more or less indefinitely under normal conditions. They are very simple to use, needing only a short soaking to be ready to cook in the normal way, or, in the case of pre-cooked foods, to eat straight away. Many of them have been tried out as experimental rations by all three Services.

The Petty Officers' Mess of the Royal Naval Barracks, Portsmouth, also experienced the new freeze-dried food for dinner on September 24. Despite the well-known conservatism of the average sailor regarding food, the petty officers expressed their complete satisfaction.

With these modern foods a complete meal can be ready to eat in five minutes. The range of foods includes steaks, chops, fish fillets, ready cooked slices of pork, lamb and beef and a large variety of fruit and vegetables. The foods, when water has been added, are practically indistinguish-

able from the raw material in taste, colour, texture and general appearance. These accelerated freeze-dried foods have been tested by explorers in expeditions to all parts of the world including the recent crossing of the Antarctic by Sir Vivian Fuchs and Sir Edmund Hillary and they have been commended highly for their nutritive value, light weight and ease in use.



Capt. W. H. Sheppard, O.B.E., R.N. (Command Supply Officer of the R.N. Barracks, Portsmouth) and Capt. J. F. Langdon, R.N., of Reserve Fleet, Portsmouth, with (Centre) Mr. G. M. Lawrence (Food development Liaison Officer at the Ministry of Agriculture, Fisheries and Food) discussing a sample of dehydrated cabbage at the Food Dehydration Exhibition at the R.N. Barracks, Portsmouth—Photo: Ministry of Agriculture, Fisheries and Food, Crown copyright.

## NAVAL CANTEEN SERVICE

### Getting new carrier ready for service

THAT doyen of ships' canteen managers, James Victor Fyfe, who transferred from active sea service earlier this year after a record of 44 years at sea, is now at Barrow-in-Furness on board the new aircraft carrier H.M.S. Hermes, which is due to be commissioned at Portsmouth in November.

Jim Fyfe's vast experience is being utilised to the full in the task of taking over the Naafi commitment on board the new carrier; stocking up the canteens, soda fountains, bookshop, stores and generally preparing the way for Commissioning Day. Mr. C. Alderman, canteen manager on board H.M.S. Victorious, will take over the Naafi services on the Hermes when the

Royal Navy's latest Carrier is ready for Commissioning. He will have an assistant manager and eight staff, including a hardresser.

Ship's canteen managers have many and varied duties and, in addition, most of them take an active part in the social life of their ship. Like Mr. W. D. Goddard, canteen manager in H.M.S. Loch Fyne, now in the Persian Gulf. He organises the ship's concerts with considerable success, runs the ship's darts matches and, when the opportunity occurs, accompanies the ship's cricket eleven as an umpire.

Equally active is Mr. J. "Dixie" Dean, canteen manager, H.M.S. Tiger, Portsmouth. He represented the Naafi staff at the ship's sports day and carried off two prizes, winning the Javelin event with a throw of 104 feet and taking second place in the Veterans' Race, which has a minimum age limit of 35. To congratulations on his success Mr. Dean shook a rueful head. It seems that the last time he threw a javelin competitively he achieved 160 feet. "That was some years ago," he admitted. Mr. Dean is also a keen and capable cricketer and plays for H.M.S. Tiger.

Naval Canteen Service history was made at the Britannia Royal Naval College, Dartmouth, when the daughter of the canteen manager, R. Henderson, was christened in the Naval College Church by the Rev. C. Prior, R.N. Nicola Anne, only daughter of Mr. and Mrs. Henderson, is the first Naafi child to be christened at the College. Mr. Henderson has run the College canteen for the last two years.



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## Fashion wise

An international reputation has been built up by British ready-to-wear ladies' tailoring and the reason for this is not hard to find when the care which goes into the production of Rodex coats is seen.

Scottish tweeds are the materials mainly used, but among the 2,500 different cloths being made up into 300 different styles, cashmeres, alpaca and llama, mohair, camelhair and the expensive vicuna are also used.

The coats are three-quarters hand-made and it takes four years to train women to the point where they do all the machine work in a coat. The cutters are all men and theirs is a very highly skilled work.

The finished coats are not just checked on the table or on dress-makers' busts but are tried on models with the right proportions.

The Kerrydown, a crofter-woven casual tweed coat, and the Caravelle, a wool-and-cashmere coat embodying the continental trend, are two splendid examples of this House of Fashion.

# LORD FRASER AT GANGES

## Telephonists nearly missed the party

ADMIRAL of the Fleet, Lord Fraser of North Cape was the distinguished guest of honour at the Trafalgar Night Dinner given at H.M.S. Ganges. The Executive Officer, Cdr.

## CAKE ICING IN H.M.S. VERNON

THE H.M.S. Vernon branch of the Friendly Wives held its General Meeting in the cinema of the establishment of October 7. Mrs. Morgan Giles presided, prayers being said by the Reverend Basil Watson, R.N.

A cake icing demonstration sponsored by the Southern Gas Board was the highlight of the afternoon. The demonstration proved extremely interesting and the finished sponges looked so delicious that, after a vote of thanks was given by Mrs. Watson, Mrs. Farley was surrounded by members with icing queries. The finished cakes were generously donated as prizes, the two lucky winners being Mesdames Bray and Brown.

Tea was served by Mrs. Bird and the tea committee and Wren Wall very kindly took charge of the "under fives."

The Annual Sale of Work will be held in the cinema of H.M.S. Vernon on November 4. Lady Power has consented to open it at 2.30 and all members and their friends will be welcome.

T. S. Trick, D.S.C., R.N., in introducing Lord Fraser to the 120 officers made special reference to the part he played in the sinking of the "Scharnhorst" on Boxing Day, 1943.

Lord Fraser, in his reply, was in a reminiscent mood and related to a delighted audience, many humorous incidents that occurred during his long career. In referring to his title, he mentioned an incident where he invited by telephone, a group of telephonists to a cocktail party in honour of the occasion, giving as his name "The Lord Fraser." Subsequently, it appeared they were rather diffident in accepting the invitation, as they thought "The Lord Fraser" was some new public house!

The following day, October 22, Lord Fraser took the salute at the march past of the Juniors from H.M.S. Ganges, and this was followed by a tour of the Training Establishment. He was most intrigued whilst being conducted around the school by Instr. Capt. H. G. S. Brownbill, D.S.C., R.N., to see Juniors all using fountain pens, each bearing the name of their owner. In record time, a pen was hastily secured, and before he left the premises, the distinguished visitor was presented with his own pen suitably inscribed "Fraser of North Cape."

## Awards presented by Duke of Edinburgh

THE Duke of Edinburgh presented the Reverend Frank Pocock, Chaplain, Royal Navy, of Lee-on-Solent, with the Order of an Officer of the British Empire (Military Division) at Buckingham Palace on October 20. Supply Lieut.-Cdr. Charles Hann, R.N., of Havant, received the award of the M.B.E. at the same investiture.

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## H.M.S. TIGER



## H.M.S. Tiger is now an efficient unit of the fleet

### BALTIC CRUISE REWARD

H.M.S. Tiger has now been in commission since March when she proceeded south from Clydebank and gave Easter leave. From then until summer leave trials were carried out and at times, from all accounts, these seemed as though they would never end, and the wish never to see Spithead again was heard very often. There was one break—the ship paid a Whitsun week-end visit to Guernsey.

After Summer leave, Tiger went to Portland to "work up" under Flag Officer Sea Training for five weeks. Depending upon the view point, Portland is either further from Portsmouth or nearer to Devonport, but as leave does not enter into a work-up scheme, the viewpoint is unimportant. The great thing is not so much that the work-up is over but that it is felt that the ship is now an efficient unit of the fleet. Perhaps as a reward for hard work, the ship is now on a Baltic cruise and everyone on board intends to make the most of it.

The ship was launched in 1945 at John Brown's yard and for years the hull lay there. Then this new cruiser, first of the final class of gun-armed cruisers, was built into that hull. She has many new features, features of the kind that are likely to appear in the guided-missile ships that will replace her when their turn comes. The

ship has automatic boiler control, remote control of the main machinery; very quick-firing full-automatic radar-controlled 6-inch and 3-inch guns; centralised messing with its dining halls and cafeteria service; and a bunk for every man in the ship—except "Lofty" who is too long and has the only hammock. New plastic materials have replaced steel and aluminium in many parts of the ship; and the special ventilation system, although noisy in places, works well now that its intricacies have been mastered.

The first recorded Tiger—and there have been at least thirteen—was a galleass of 200 tons, built at Deptford in 1546. She fought against the Armada, the chase taking her from the Channel as far north as Newcastle.

#### TIGER AT JUTLAND

The Tiger immediately before the present one was a battle cruiser of 35,160 tons, completed in 1914. She saw action at the Battle of the Dogger Bank and at Jutland where she received 17 hits. (After the action a shell was found jammed between the bands "X" turret). Those who knew her thought her the most beautiful ship in the Navy. Under the terms of the Washington Treaty she was broken up in 1932.

Of all the many Tigers, perhaps the most splendid was the one completed

at Deptford in 1647 (38 guns) which was with the fleet for nearly a hundred years. She was at the siege of Colchester in 1648 and with Blake in pursuit of Prince Rupert in 1650 when she took two prizes. In 1652, in the early days of the Second Dutch War, Tiger had a prolonged and bloody fight with a Zeeland privateer and in the same year she was flagship of a force that took fire ships unto the Ter Schelling Roads and destroyed 170 vessels. In 1672, in defence of a convoy of colliers, she beat off eight large privateers. In 1674 after a hot action at close quarters, her ship's company captured the Dutch Schakeloo. In the 1680's she took part in operations against Guadalupe and Martinique.

So much for the 17th century. Early in the next century Tiger helped in the defence of Gibraltar; in 1705 she played her part in the destruction of De Point's squadron near the Rock. In 1726 she was serving in the East Indies. Later still she took part in the blockade of Catagena.

In 1743 she at last met her end, foundering off Tortugas in the West Indies. Her crew managed to make shore with stores and 20 of the ship's guns, and to fortify an island. The Spaniards sent a 60-gun ship, the Fuerte, to capture the crew, but the Fuerte was lost in the attempt and Tiger's crew, as if to commemorate the ship's 96 years of active service, captured a Spanish sloop and sailed their prize to Jamaica.

The present Tiger sails for the Mediterranean, her first "overseas" move, in November.

## Have YOU a personal problem . . ?

### ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I have been waiting for advancement to Ch. M.E. now for seven and a half years, plus an extra two years under the scheme of having passed a Fleet Board for Ch. M.E. after being rated P.O.M.E., making my waiting time nine and a half years.

Now I see that some ratings who have less time in the Service than the time I have been waiting for advancement have been rated Ch. M.E. This is very strange as when I enquired as to my probable advancement date two or more years ago I was informed that I would be advanced in "about two years time."

I have not been recommended in red ink but I have always been recommended and as I know of ratings who passed their Fleet Board at the same time as I did and one who passed three months after me, have been rated, I would be grateful if you could explain the position.

I cannot, of course, give you an authoritative answer to your query. The basic date on the roster for advancement to Chief Mechanic (E) of the man at the top is February 16, 1949. As you know this date is based on the date of qualifying for advancement and is affected by "red recommends" and "non-recommends." Also of course to be actually advanced a rating must have had six months unbroken V.G. conduct prior to the date of advancement.

If you have in fact been fully qualified for advancement for 9½ years it would seem from the date quoted above that you should be at the top of the roster fairly soon.

In any case I advise you to have a word with your Divisional Officer about the whole problem.

I was discharged from the Royal Navy on March 29, 1958, under A.F.O. 1955/7 with a Special Capital Grant of £1,525 and a pension of £3 8s. 4d. per week. My rank at the time was E.R.A. 1/c.

On July 27, 1959, I received confirmation from the Department of Naval

Recruiting that I had been successful at a Selection Board for the Recruiting Service with a tentative date of appointment in 18 months to two years.

I was informed in earlier correspondence that if successful I should have to repay a proportion of my Special Capital Grant but they could not tell me what proportion this would take. Can you find out this figure?

I note that the Civil Service Commission states on its regulation forms for examinations and I quote "under para. 20 of the White Paper on Compensation for Premature Retirement from the Armed Forces (Comm. 231), successful candidates who take up appointments within two years of leaving the Forces will be called upon to refund part of any special capital grant they have received." What does Comm. 231 in the reference to the White Paper mean and where could I read the White Paper for myself?

From the above do you think I could assume that if I was appointed to the Recruiting Service after March 29, 1960, I would not have to return any capital grant?

Command 231 is the number of the White Paper on reductions in the Armed Forces and you should be able to get a copy either from H.M. Stationery Office, or through a good bookseller. Under its terms, any ratings who receive the special capital payment on premature discharge and who obtains certain types of employment with the Crown within two years has to refund part of the payment. The Recruiting Service is included but you can take it that if your first day in the Recruiting Service is more than two years after your last day on Naval pay, then you will not have to make any refund.

I am afraid I cannot estimate from the little information I have how much you might have to repay. I gather the longer you have been "out" the less it becomes. At worst it could be quite a large sum. I suggest you write to the Director of Naval Recruiting for further information.

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# Spending £1,000 per day on survey work

## H.M.S. COOK IN THE SOUTH PACIFIC

(By OUR SPECIAL CORRESPONDENT)

I'M afraid that this newsletter from H.M.S. Cook is badly overdue, owing, partly, to the number of hydrographic instruments allotted to us by My Lords the Commissioners of the Admiralty. However, it's never too late, so here's how we manage to spend a thousand pounds per diem on survey out here in the South Pacific.

Our first major assignment started last November when, under Cdr. H. R. Hatfield, we did a survey of Bina Harbour on the island of Malaita in the Solomon Islands for the visit of H.R.H. the Duke of Edinburgh during his Far Eastern Tour in the early part of this year.

In March this year, we set out for Sydney, hot on the screws of the Albion, doing surveys of numerous shoals and reported patches of discoloured water en route. A fortnight was spent discovering the beauties, architectural and otherwise, of the Australian capital, storing ship, and generally showing the flag "down under."

Off we set again, this time for Suva in the Fiji Islands, but about half way towards our destination, we developed boiler trouble, and had to re-direct our course to Auckland a month earlier than had been anticipated.

It was rather unfortunate that we arrived in Auckland only a fortnight after we had left Sydney, but undaunted by empty pockets, we made the most of our spare time; the short refit to our worthy yellow-funnelled vessel lasted about a month, and during that time many of the crew had excellent opportunities to see a bit of the New Zealand countryside.

### WONDERFUL FIJI

Some went on tours, others were invited to stay for a week on sheep farms, while a few of the less ambitious spent their time "juggling up" in Auckland proper, all the while bemoaning the awkward opening and early closing times of the New Zealand pubs.

After much cajoling and coaxing the Kiwi dockyard finally had Cook ready for sea, and we set our course once more for Fiji. The surveys here were of the entrances to Lambasa Harbour, for the benefit of the sugar ships, and of the Vuya Passages through one of the large reefs between the two main islands of Fiji, for the benefit of anyone who did not particularly care to end up high and dry on the coral.

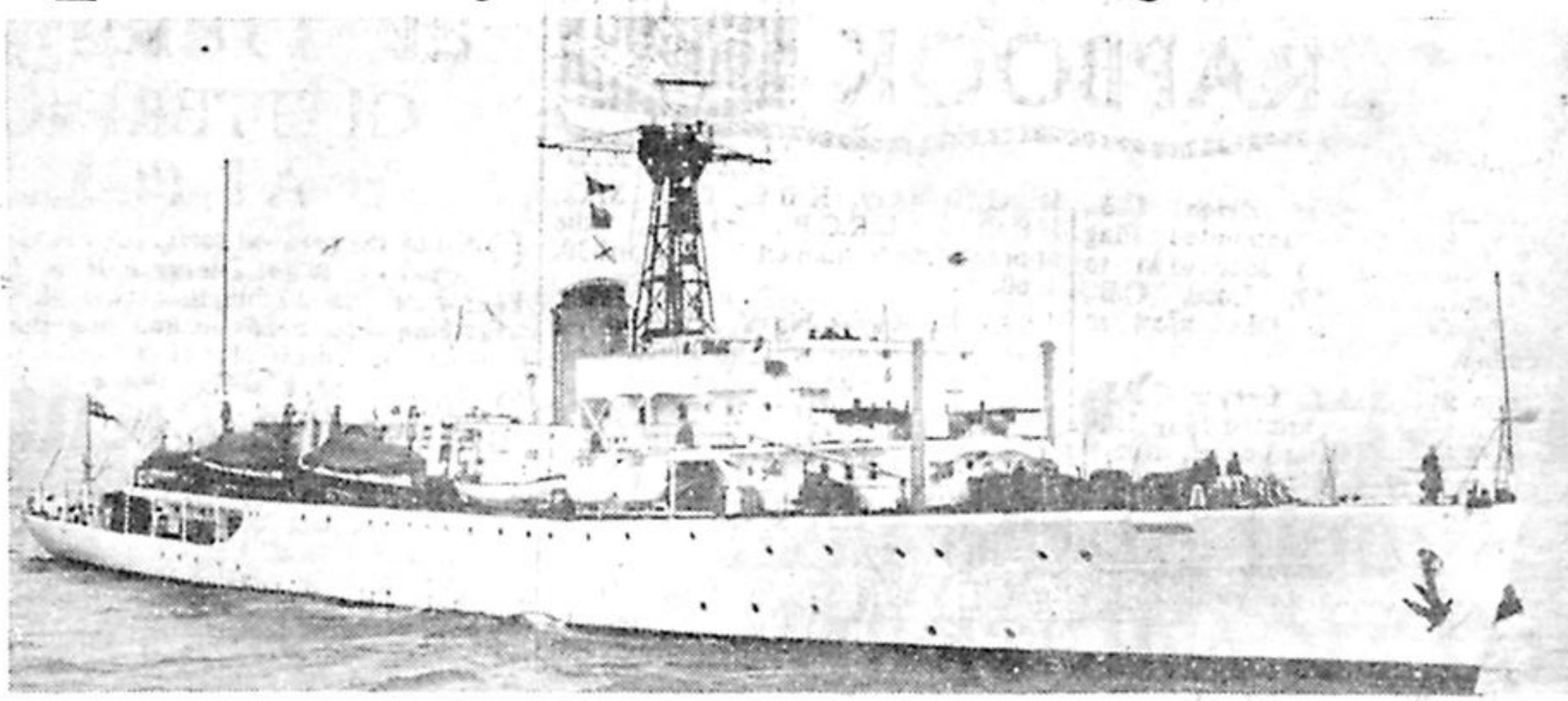
Visits to Suva every two weeks or so for fuel and supplies greatly relieved the tension and then, as now, everyone looked forward to his run ashore in the Fijian metropolis. Believe me, after seeing some of the smaller towns in Fiji, Suva really is a metropolis!

We found the Fijians wonderful people and their friendliness and bubbling good humour has to be experienced to be believed. Another survey, that of the waters around Naingani island, took us to the town of Levuka on the island of Ovalau. This used to be the capital of Fiji before the government settled in Suva, and it was here that the Deed of Cession was signed, handing Fiji over to the British Crown in the reign of Victoria.

Work being finished in Fiji, we have now started on a survey of Tarawa Atoll in the Gilbert Islands, and after numerous smaller ones around the Gilbert and Ellice Islands, we shall arrive in Singapore (we hope, provided the boilers don't fall over again) around December 15, just in time for Christmas and the C-in-C's annual inspection!

All are in good spirits on board and looking forward to going home in January. The highlight of our arrival in port is, of course, the prospect of mail, and I am glad to report that the NAVY NEWS is greatly appreciated, even though it is always a few weeks late. Still, it always provides us with some news, and we are very glad of it, as we tend to get a bit out of touch with the rest of the world. Radio reception is not too brilliant, and the news that we do get via Radio Suva is more or less designed for Colonial listeners. We don't even know what the Top Twenty Pops are, but we have had some magnificent propaganda from the "Voice of America . . . !"

We shall shortly arrive in Suva after nearly a month without any mail, so here's hoping that we'll have stacks of letters and news from home, and, of course, our bundle of NAVY NEWS-ES!—I. M. DUNCAN.



## Naval Interview boards are big help with resettlement problems

### PRACTICAL ADVICE GIVEN

NAVY NEWS was privileged recently to be present at a Resettlement Interview Board in R.N. Barracks, Portsmouth.

These Boards, authorised by Admiralty Fleet Order 1308/59, to interview ratings who are leaving the Service on completion of a regular engagement, are composed of the Port Resettlement Information Officer, a responsible and experienced officer of the Ministry of Labour, a representative of the National Association for the employment of Regular Sailors, Soldiers and Airmen—in brief, Regular Forces Employment Association (R.F.E.A.)—and are undoubtedly fulfilling a most useful function.

Our correspondent was most impressed by the careful, patient way in which the Board carried out its duties. The persons being interviewed were put completely at their ease and it was explained to them that the Board existed solely to suggest solutions of their oftentimes complex resettlement problems.

Observing that "Re-engagement is one form of Resettlement," the Board ensures primarily that serious consideration has been given to the problem of whether to re-engage or not

and, in this connection, it was interesting to learn that an evaluation of a Chief Petty Officer's and a Petty Officer's pensions had been obtained from an actuary of a leading insurance company. The actuary's figures in brief are: For a man aged 30 years to obtain a C.P.O.'s pension of £4 0s. 8d. and a gratuity of £629 at age 40 years, the lump sum required at age 30 would be £4,716 6s. 6d. or £9 1s. 5d. per week for the next ten years.

For a man aged 30 years to obtain a P.O.'s pension of £3 11s. 6d. per week and a gratuity of £558 at age 40 years the lump sum required at age 30 would be £3,852 19s. 6d. or £7 8s. 2d. per week for the next ten years.

This represents a substantial financial (Continued on page 16, column 4)



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## NEPTUNE'S SCRAPBOOK



Vice-Admiral R. H. Wright, C.B., D.S.C., has been appointed Flag Officer, Scotland, in succession to Vice-Admiral J. D. Luce, C.B., D.S.O., O.B.E., to take effect in December.

Rear-Admiral D. P. Dreyer, C.B.E., D.S.C., has been appointed Flag Officer (Flotillas), Mediterranean, in succession to Rear-Admiral R. A. Ewing, C.B., D.S.C. The appointment takes effect in January, 1960. Rear-Admiral Dreyer was a gunnery officer in H.M.S. Ajax during the Battle of the River Plate.

Capt. A. B. Cole, D.S.C., R.N., has been appointed Assistant Chief of Naval Staff, in succession to Rear-Admiral D. P. Dreyer, C.B.E., D.S.C. He will serve in the acting rank of Rear-Admiral. A torpedo specialist, his last appointment was in command of H.M.S. Albion.

Colonel H. F. C. Kimpton, O.B.E., Royal Marines, has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel M. Price, D.S.O., O.B.E., with effect from October 29.

H.M.S. Ulysses returned to the United Kingdom from the Mediterranean on October 7, berthing at her Base Port, Devonport.

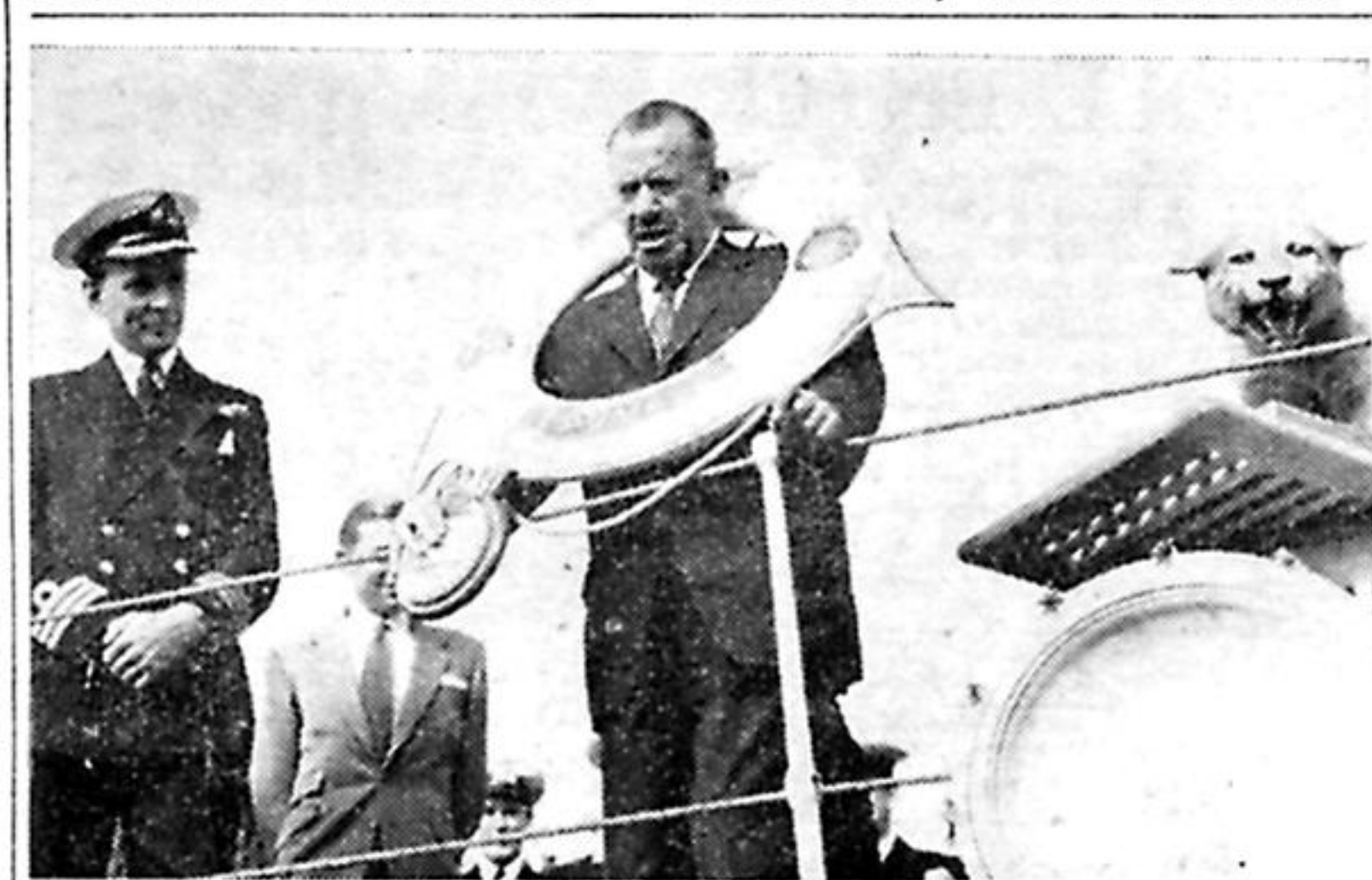
Surgeon Rear-Admiral W. R. S. Panckridge, M.R.C.S., L.R.C.P., Q.H.P., is to be promoted Surgeon Vice-Admiral and to be Medical Director General of the Navy in succession to Surgeon Vice-Admiral Sir

R. Cyril May, K.B.E., C.B., M.C., F.R.C.S., L.R.C.P., Q.H.S., the appointment to take effect on April 30, 1960.

The Ex-Royal Naval Telegraphist 1918 Association will be holding its 27th annual general meeting and annual reunion dinner at the Windsor Castle Hotel, Victoria, London, S.W.1, on November 7. Details may be obtained from the Hon. Secretary, C. E. Bottle, 7 St. James's Avenue, Ewell, Surrey.

Capt. F. P. B. Brayne-Nichols, R.N., a navigation specialist, has relieved Capt. D. Tibbits, R.N., as Commanding Officer of H.M.S. Dryad, the navigation establishment at Southwick.

Capt. Tibbits's new appointment is in command of H.M.S. Hermes.



### H.M.S. PUMA GETS A MASCOT

H.M.S. Puma, the anti-aircraft frigate, was presented with a stuffed puma by Mr. John Steinbeck on October 13.

The presentation followed a casual remark by one of Puma's officers to Mr. Steinbeck that the ship had no mascot and Mr. Steinbeck has now rectified the omission. A live puma which is also being presented to the ship will be kept at Paignton Zoo.

Commander J. Marriott, R.N., commanding officer of Puma, has been made an Honorary High Sheriff of the county of Monterey in California.

At Devonport, where the presentation took place, Mr. Steinbeck was presented with a ship's lifebelt and ship's crest after he had made the presentation of the stuffed puma.

### R.N.A.S. BRAWDY

It has been announced by Admiralty that the Royal Naval Air Station, Brawdy, in South Wales, which was to have been closed in 1958, shall continue in commission until at least 1962.

## Elder Brethren of Trinity House at Trafalgar Dinner GLITTERING OCCASION AT PORTSMOUTH

ONE of the greatest social occasions each year in the Navy is the traditional Trafalgar Night Dinner held in wardrooms in ships and establishments. Year after year the function takes place—those who have to prepare speeches, scratching their heads to find something new to say, caterers and cooks put forward their most attractive meals and a party spirit is always present. A party spirit with a background of reverence for the Immortal Nelson.

This year's dinner in the Royal Naval Barracks, Portsmouth, was no exception. Outside the Mess was rain and wind, yet inside the Mess was warmth, colour, light and a feeling of comradeship which exists in very few places apart from Service messes. This feeling of warmth and comradeship has almost a tangible quality—it is so real that it seems the air itself is charged with it. Is it because in a ship or establishment the officers are all of one family—a Band of Brothers?

tal Memory of Nelson and his comrades—the Commander-in-Chief spoke of world interest in Nelson as evinced by the number of books which appear, year after year, concerning him. "What was there about this man which made him stand out from his contemporaries?" asked the Admiral. He felt that it was Nelson's Progressiveness and "Forward thinking." Years ago when so many captains and senior officers considered that what was good enough for Nelson was good enough for them, Nelson was not so highly regarded, particularly by men on the lower deck, but what they failed to realise then, but which seems obvious now, is that Nelson was always in the van in the matter of progress.

Admiral Power said that human labour and nature had not changed during the past 150 years. It is only the material which has changed and man controls that. Nelson's aims were the efficiency of the fleet and the welfare and morale of the men. He was the epitome of efficiency himself.

The Commander-in-Chief said it was most appropriate to mention, the guests of the Mess being the Elder Brethren, that Lord Nelson as a very young man spent a year in the Merchant Service to which period might well be attributed his knowledge of seamanship and his interest in coastal waters and pilotage which eventually led him to two of his greatest vic-

tories, those of the Nile and Copenhagen.

### TRINITY HOUSE

The Commodore of the Barracks, Viscount Kelburn, welcomed the guests and referred to the complex and in some places obscure history of Trinity House. It received its first charter from Henry VIII and has continued ever since in a manner somewhat similar to its own lighthouses—sometimes flashing brightly and sometimes occulting. Among its Elder Brethren were some of the greatest sailors of their age, Benbow, Hawke, Keppel, Howe and St. Vincent. Samuel Pepys was Master in 1676 and again in 1685 and references in his Diary commented on excellent dinners—in fact there is a continuing thread, through its 450 years of history, of an untarnished reputation for good food, good wine and good fellowship.

Viscount Kelburn felt that many present were grateful for the winking lights around our coasts and for the wise pilots of Trinity House and he thought the occasion an appropriate one to say "Thank you."

In response to the toast of the guests Capt. Sir Gerald Curteis mentioned that the first news of the Battle of Trafalgar and of the death of Lord Nelson was received at Penzance and then conveyed to the Trinity House headquarters at the Union Hotel, Falmouth. He referred to Trafalgar as the last big battle of sailing fleets, to the work done by the Brethren in the past and today and, in a witty and amusing speech, thanked the Mess for "the honour," he said, "it had conferred on the Elder Brethren" by inviting them.

The Mess was, as always, on these occasions, resplendent with the wardroom silver and plate and presented a picture worthy of a great artist. From the playing of "The Roast Beef of Old England" to the last chorus of Rule, Britannia! the whole evening was one to be remembered by all present.

### Harwich Naval Force Ass'n 21 years old

THE sixteenth Annual Reunion Dinner of the Harwich Naval Force Association (1914-1918) was held on October 10 and was well supported by members and guests including the Founder and First Chairman, Cdr. C. L. A. Woollard, R.N.(ret). The Chairman was Lieut. A. A. Smith, R.N.V.R. (ret). The Association is now 21 years old.

Vice-Admiral Sir St. John R. J. Tyrwhitt, Bt., C.B., D.S.O., D.S.C., son of the late Admiral of the Fleet Sir Reginald Y. Tyrwhitt, Founder President, was unable to be present on account of his duties in the Mediterranean, but he wished the meeting every success.

A telegram was received from H.M. the Queen expressing her thanks and appreciation for the loyal greeting sent to her. Among those remembered during the toast to absent shipmates was the "father" of the Association, now in his 85th year, Chief Armourer F. Levick.

Cdr. Woollard presented to the Association a plaque which is now hanging on the wall of the Buttery of the Crown Hotel, Brewer Street, London, where the dinner was held.

Mr. Steinbeck says "thank you" after being presented with the lifebelt and crest. Cdr. Marriott is on the left.

Among the guests of the Mess this year were the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power), Capt. Sir Gerald Curteis, Deputy Master of Trinity House and the Elder Brethren of that ancient and august body, officers of the Green Jackets (with which regiment the Naval Barracks has strong associations) and many others.

In proposing the toast—The Immor-

### Motor tanker to operate as R.F.A.

AN 18,000-ton motor tanker was launched on October 15 at the Scotstoun Yard of Blythswood Shipbuilding Co. Ltd., for Jacobs and Partners Ltd., of London. Named Pearlleaf by Mrs. R. Henderson, wife of the Director of Stores Admiralty, she will be chartered by the Admiralty on completion and operated as a Royal Fleet Auxiliary.

R.F.A. Pearlleaf has a designed speed of 15½ knots on a deadweight of 18,150 tons and can carry three different grades of cargo. She is one of seven 18,000 D.W. ton tankers recently chartered by the Admiralty.

The other ships of this class have been named as follows: Appleleaf, Brambleleaf, Bayleaf, Cherryleaf, Orangeleaf and Plumleaf.

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# Twenty-two years in commission

## PLOVER TOO BUSY TO RETIRE

H.M.S. Plover (Lieut.-Cdr. C. F. Thorpe, R.N.) the Royal Navy's longest continuous serving ship, celebrated her twenty-second anniversary on September 27. This ship, which has been commissioned only once, and that was in 1937, has steamed 160,000 miles on her mine-laying duties.

Although the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) congratulated the ship on "completing time for pension," it is unlikely that Plover will be able to retire yet; she is too busy with NATO duties and acting as support ship for mine-sweeping operations up and down the coasts of Britain. Apart from her travels up and down the coast carrying out minelaying and minesweeping support ship duties—the Plover does 80 per cent. of all NATO work in this sphere—the ship is particularly remembered by Sea Cadets, who are often to be seen on board, and recently she accompanied young canoeists across the Channel on one of the Navy's expeditions for schools.

Lieut.-Cdr. Thorpe, who was a Petty Officer in Plover in 1939, has devised a "club" tie for Old Ploverites to mark the occasion of the 22nd birthday. The design is alternate gold plover and buoyant mines on a green background and it is quite attractive. The price is 13s. 6d. and the ties are obtainable only from the Wardroom Mess Secretary of H.M.S. Plover. The tie will remind officers and men who served in the ship that her motto "Do not touch me" was well borne out during the war, for Plover was never hit and received no injuries to personnel in action, despite the fact that during the war she was engaged on 165 sorties against the enemy when over 15,000 mines were laid.

The privilege of wearing a "Plover" tie has been extended to all members of the Sea Cadet Service who have served on board the ship for one week or more.

Plover is a proud ship and a happy ship. She always has been for many "Old Ploverites"—and there are over 2,000 of them—who wrote to the ship asking to attend the reunion which was



held to celebrate the ship's coming of age in 1958.

H.M.S. Plover—the ship which holds the record for length of commission.

## H.M.S. STARLING WILL ENTER HARBOUR . . .

H.M.S. Starling will enter Portsmouth Harbour for the last time on November 6. She will be welcomed by the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

### H.M.S. BRIGHTON LAUNCHED

THE Whitby class anti-submarine frigate H.M.S. Brighton was launched on October 30 at the Scots-toun shipyard of Yarrow and Co. Ltd., the naming ceremony being performed by Lady Reid, wife of Admiral Sir Peter Reid, K.C.B., C.V.O., Third Sea Lord and Controller of the Navy.

Eighteen of the Whitby class, Type 12, anti-submarine frigates were originally ordered and all are named after seaside resorts. Their names are Berwick, Blackpool, Brighton, Eastbourne, Falmouth, Fowey, Hastings, Londonderry, Lowestoft, Plymouth, Rothesay, Rhyl, Scarborough, Tenby, Torquay, Weymouth, Whitby and Yarmouth.

Commanded by Lieut.-Cdr. P. Maslen, R.N., H.M.S. Starling has served as a sea-training ship for H.M.S. Dryad, the navigation and direction school.

Completed in April, 1943, Starling saw action with the Second Escort Group in the Western Approaches during World War II, and accompanying the Commander-in-Chief on November 6 will be Mrs. F. J. Walker, widow of the Senior Officer of the Escort Group and a former Captain of Starling.

## BORER BEE MAKES IT

LIEUTENANT - COMMANDER Edward Atkinson, R.N., accompanied by Able Seaman Frederick Fisher, who left Singapore in the 5-ton sloop Borer Bee last March, arrived at Emsworth on October 9.

Borer Bee, built at Singapore specially for the trip home, behaved magnificently and was a credit to Lieutenant-Commander Atkinson and his assistants who built her in their spare time.

Asked why he made the trip, Lieutenant-Commander Atkinson said simply, "I wanted to." Congratulated on his magnificent achievement (and it is an achievement to sail 11,000 miles working watch and watch), Lieutenant-Commander Atkinson merely said that it was an experience he would not have missed.

Some of those who had been watching Borer Bee's progress were beginning to feel a little apprehensive over her non-arrival, but her skipper said that although the journey had been arduous he had never had the slightest doubt as to the sloop's ability to do the trip.

Lieut.-Cdr. Atkinson said on arrival at Emsworth that "It was a grand trip, but I am glad to be home."

## First ship for Royal Ghana Navy

AN inshore minesweeper, the first ship of the New Royal Ghana Navy, was commissioned by the Royal Navy on October 2 at H.M.S. Diligence, the base for minesweepers, at Hythe, near Southampton.

The ship is H.M.S. Malham (Lieut.-Cdr. M. I. Usher, R.N.), built by the Fairlie Yacht Slip Ltd. at Fairlie, Ayrshire, and accepted into service in December of last year.

The commissioning ceremony was attended by the High Commissioner for Ghana in London, His Excellency E. O. Asafu-Adjaye.

It is intended that the Malham should be sailed by the Royal Navy from Hythe to the Ghana port of Takoradi, where it will be officially transferred to the Ghana Navy. A proportion of the ship's company will remain in Ghana for a period, for training duties.

At a later stage, a second inshore minesweeper is to be commissioned at Hythe for the Royal Ghana Navy. She is H.M.S. Ottringham, built by the Ailsa Shipbuilding Co. Ltd., of Troon.

# Jottings from Condor NEW CLUB OPENED

ALTHOUGH this term is sometimes referred to as the Winter Term instead of the more euphemistic official title of Autumn Term, the weather so far has been more like the average British summer.

Rear-Admiral W. G. S. Tighe, Rear-Admiral Personnel on F.O.A.H.'s Staff visited the station on September 18, whilst the First Sea Lord, Admiral Sir Charles E. Lamb, G.C.B., C.V.O., made an informal call on Wednesday, September 23.

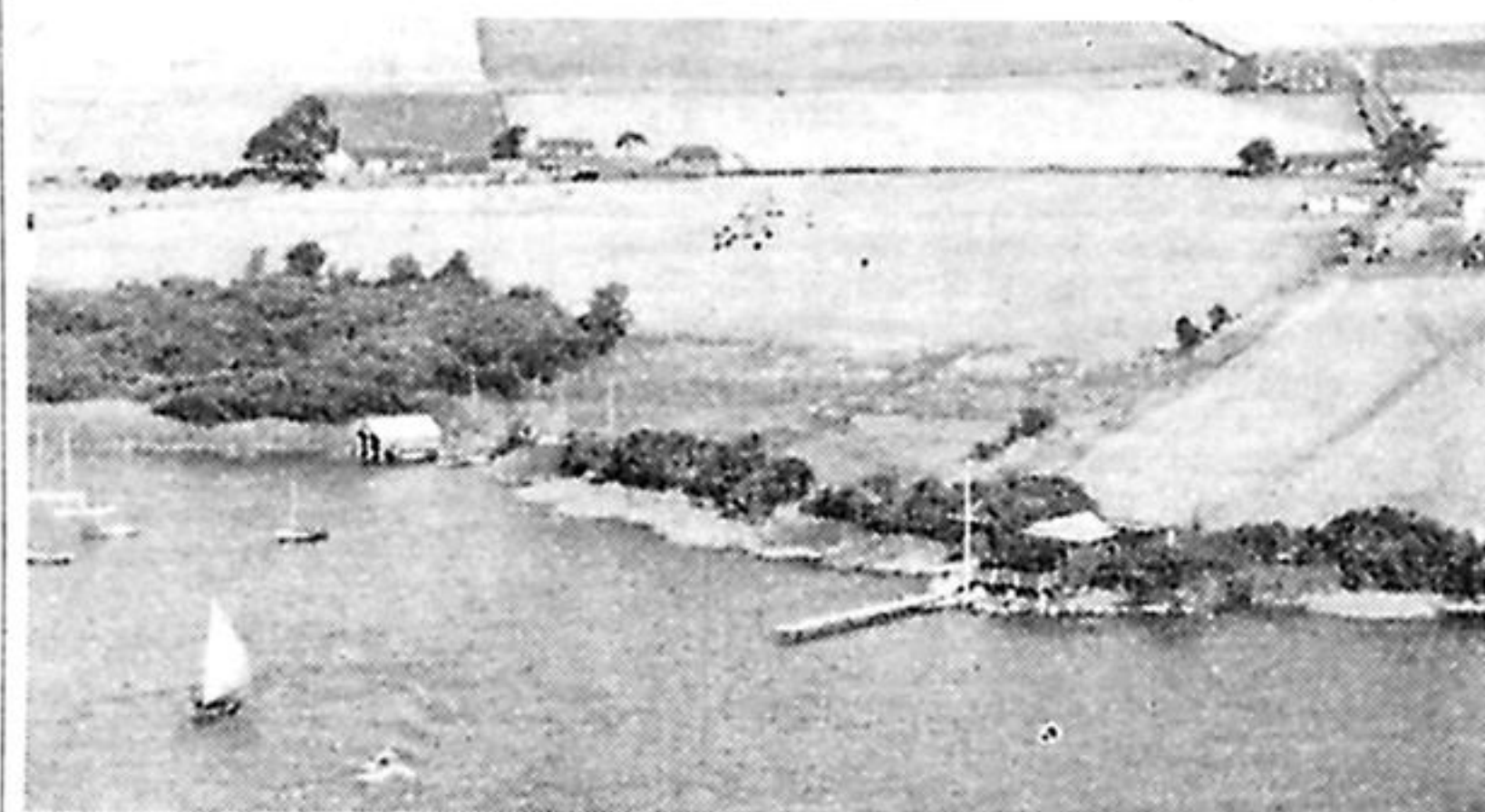
Miss Moore, Matron-in-Chief, Queen Alexandra's Royal Naval Nursing Service visited the station on October 14 and Rear-Admiral C. B. Pratt (Rear-Admiral Aircraft on F.O.A.H.'s Staff) paid a three-day visit from Monday, October 19, which included the Trafalgar Night Dinner in the Wardroom on October 21.

was made possible by a grant from the Nuffield Trust.

### GENERAL SERVICE TRAINING

At present the apprentices are encamped in Glen Esk week by week and term by term. The good summer may have given a false impression of beautiful scenery and pastel shades, but the "Glen" in a few more weeks will be a place of mists and emptiness. In January there may well be snow to add to the picture and the phrase "away from it all" is certainly applicable.

The junior rates use Glen Quiche



Rescobie Loch—the new clubhouse and jetty as seen from the air

Vice-Admiral N. E. Dalton, C.B., O.B.E. (Engineer-in-Chief), paid an informal visit to the station on October 22 and Monseigneur C. B. Fay, O.B.E., the Principal R.C. Chaplain of the Fleet spent a day on the Station on October 28.

### CLUBS AND ACTIVITIES

The most important change in the Establishment is the transformation of the N.A.A.F.I. into a club for all ratings, excepting the junior rates under training. An amenities room suitable for functions, a lounge bar and a "Men Only" bar will be incorporated in the club, so that all rates, with their wives and families, will have a meeting place where social functions and shows can be held. The club was opened on October 23 by Mrs. G. W. Tanner, wife of Capt. G. W. Tanner, the Commanding Officer H.M.S. Condor.

The new clubhouse of the Condor Sailing Club at Rescobie Loch was officially opened on October 12 by Mrs. G. W. Tanner. The clubhouse, which has been built mainly by the members and classes under training, contains a common room and sail loft and is tastefully decorated. A 60 ft. jetty was also constructed.

Each weekend sees the Condor Gliding Club and the A.T.C. Gliding Camp members swooping around the airfield whilst A.A.2 Holding gave an exhibition at 3,000 ft. during the R.A.F. air display at Leuchars during September.

The skittle alley is nearing completion and it is planned to open it in November. The construction of this

for their training area and although not quite so rugged as Glen Esk, the "outward-bounding" participants get a much better perspective on life from their moorland camp.

### SPORT

In the first round of the Bambara Trophy Rugby Competition the 1st XV beat Lee-on-Solent by 12 points to 3 but in the second round and semi-final against Cudrose the team were beaten by 9 points to six.

In the soccer world the 1st XI beat Yeovilton 2-1 in the Navy Cup, but lost to Cudrose in the next round by 7-3. In the Home Air Command Cup the team reached the semi-final by beating Abbotsinch 5-1.

The Condor XI won the H.A.C. Northern Hockey Festival and in doing so beat Abbotsinch 7-2, Lee-on-Solent 3-2 and Lossiemouth 2-1.

## H.M.S. Cheviot returns home

H.M.S. Cheviot (Captain W. D. O'Brien, D.S.C., R.N.) returned to Portsmouth on October 22 after an absence of four and a half years—mostly spent in the Far East. The ship is to be placed in Reserve.

Since being built in 1944, H.M.S. Cheviot has steamed half a million miles and during her present commission of 14 months has steamed 56,000 miles and taken part in all major exercises on the Far East Station.

# Fourth Admiral of the Fleet portrait for Excellent

Naval Trophies at Admiralty House, Portsmouth, and is a copy of the original by Von Herkomer that is at present in the National Portrait Gallery.



Admiral of the Fleet Lord Chatfield

ON September 25, at the Annual Gunnery Officers Dinner, a portrait of Admiral of the Fleet Lord Chatfield was unveiled in the wardroom of H.M.S. Excellent.

This picture by R. J. Eves is the last of a series of four portraits that the mess committee have been trying to collect for their dining room, depicting the four Gunnery Admirals of the Fleet who were also First Sea Lords and Peers of the Realm. Completed in 1937 and shown in the 1938 Royal Academy show, the portrait has recently been purchased from the artist's son.

The first two pictures of Lords Jellicoe and Fraser, were especially commissioned by the mess, the first by R. J. Eves and the second by Oswald Birley. The remaining one, that of Lord Fisher, has been kindly lent to H.M.S. Excellent by the Commander-in-Chief, Admiral Sir Manley Power, from among his fine collection of

# House purchase

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# The story of the last commission of a fine ship

## BIRMINGHAM TO GO INTO RESERVE

### Visits to Mediterranean ports

**H.M.S. BIRMINGHAM** (Capt. S. H. Beattie, V.C., Royal Navy) commissioned at Chatham on July 15, 1958, for a Home/Mediterranean General Service Commission. She is due to pay off at Devonport on December 15 for reduction to reserve.

Between these two dates a great deal of water has flowed past the ship's side, ranging from the muddy brown river Gironde at Bordeaux to the fast-flowing Bosphorus at Istanbul. After being formally commissioned, the ship commenced to work up and give summer leave before embarking the flag of Flag Officer (Flotillas) Home Fleet.

The summer cruise consisted of various N.A.T.O. exercises intermingled with visits to Bantry Bay in Eire, Bordeaux, Gibraltar, Tangier and Brest. The visit to Bantry was planned so that the ship could have a quiet few days away from everyone to complete working up, but the local populace had other ideas, being de-

held on the quarterdeck and some very attractive partners were provided.

A great deal of time was spent in and around Gibraltar during October and November and an official visit was paid to Tangier. Whilst at Gibraltar, the ship got to know the Fortress Regiments very well, particularly the Royal Engineers and the Royal Electrical and Mechanical Engineers. Men of the Royal Sussex Regiment were taken to Tangier and parties from the ship were able to watch the Tunneling Company of the Royal Engineers driving a tunnel in the Rock, and make a tour of the other extensive works. Groups of climbers and skiers from the ship crossed into Spain to the Sierra Nevada and returned suffering from sunburn, snow-glaze and very tired, but loudly proclaiming that they had had a very good time. The athletes won the trophy for the Round the Rock Relay.

#### THE MEDITERRANEAN

The Mediterranean "leg" of the commission started on January 19, when the ship left Chatham. It had been planned to refit in Malta, but this was changed to Gibraltar at the eleventh hour. After everything had been re-planned and everyone had got used to the idea, it was found that perhaps it was not a bad one after all. Many of the ship's company flew home for leave in specially chartered aeroplanes and others toured in Spain or crossed to Tangier. There was plenty of opportunity for all forms of sport (sic) and whilst the senior ratings were acquiring a reputation for darts and staying power the football team did well to be runners up for the King's Cup, being defeated by Victorians in the final.

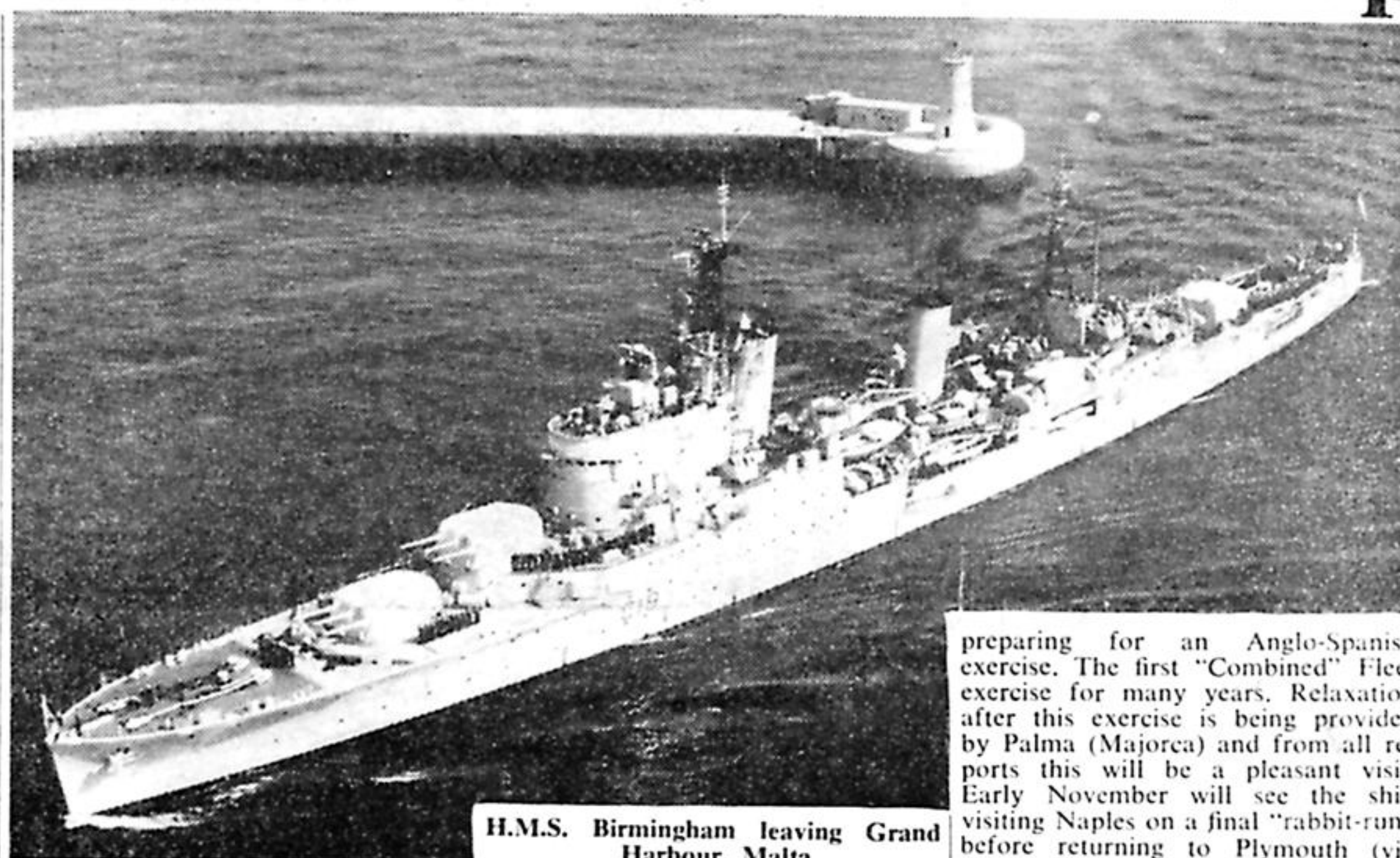
The ship left Gibraltar on April 3 for Malta to join the Mediterranean Fleet proper. After a few days in Grand Harbour a private-ship visit to Istanbul was made. The British community there were very glad to see the ship and their hospitality was tremendous. After a short stay in Malta, the ship, now wearing the flag of Flag Officer (Flotillas) Mediterranean, took part in two amphibious landing exercises with the 3rd Commando Brigade and Amphibious Warfare Squadron. Later a short visit was paid to Bari in Italy to take the Fleet Royal Marine Band to play at a Festival of Music. Then came the Fleet visit to Barcelona and Palmas Bay, Sardinia.

Barcelona was very popular, providing something for all tastes. Luckily a bull fight was being staged during the visit and all the visiting ships were well represented at it. Visits were made to the famous monastery at Montserrat and by way of contrast a Flamenco dancing team gave a show on board. The children's party was probably the most successful of the commission—the Royal Marine Band did splendidly leading the children, who showed no sign of wanting to go, off the ship in Pied Piper fashion. The procession was hard to stop once started and children pirates, nuns and sisters caused serious dislocation to traffic.

During July Birmingham visited Istanbul again, this time with the Fleet, and the ship, being by now old friends enjoyed this visit as well as the first one. During the second visit a large number of officers and men of the Fleet each gave a pint of blood to the Turkish Red Crescent Society. This and other pleasing instances of Anglo-Turkish friendship aroused very favourable comment in the local press. The local British community set up a canteen ashore which was immensely popular.

#### BREAKING THE ICE

Next came a full-scale visit to Piraeus—the port of Athens—the first visit by the British Mediterranean Fleet since the Cyprus troubles. One of the objects of the visit was to break the ice and to help re-start the normal good relations existing between Great Britain and Greece. From this and all other viewpoints, the visit was a great success. Many



H.M.S. Birmingham leaving Grand Harbour, Malta

people enjoyed coach tours around the ancient monuments and ruins.

The second summer cruise by the Fleet was to the Riviera—Birmingham anchoring off Cannes in the midst of bikini-clad water-skiers. Everyone enjoyed the beaches here but found most things rather expensive. A few people are reported to have won at the Casino and visits were made to the perfume factories at Grasse, going by way of Nice and Monte Carlo. On the way back to Malta a short visit was paid to Messina in Sicily. Just before leaving Messina, the Royal Marine Band "Beat Retreat" in a large square adjoining the ship's berth. This was followed by an unusual religious ceremony which the ship was fortunate to witness. This was the arrival in the square of a holy statue "The Madonna of Fatima" which was being flown to Messina by a helicopter from Reggio. Many thousands of people awaited the arrival despite the threat of a heavy rainstorm and greeted the arrival of the statue with storms of cheering, the downpour holding off until the ceremony was finished.

During August the Fleet pulling regatta was held at Augusta in Sicily and Birmingham went off to a flying start by winning the first four races. Ulysses however finished Cock of the Fleet. A lot of dinghy and whaler sailing has been done, though in many races the ship has not been very successful. The ship has one of the Fleet's catamarans on loan and this has been put to very good use.

#### 'OUTWARD BOUND'—ERS.

Crews have sailed whalers back to Malta from odd spots in the ocean where the ship has dropped them, although it had been hoped to do a lot more of this sort of thing. An M.F.V. was commissioned for the

## Ten minute bogey broken at Royal Arthur

IN the October issue of NAVY NEWS mention was made of the Obstacle Course, a new record for which was set up by 643 Course, with the time of 10 mins, 13 secs.

This achievement, regarded at the time as almost unbeatable, has recently been bettered and the record now stands at 8 mins, 53 secs, by 658 Course B Class. Course 657 have a time of 10 mins, 01 sec., and 658 Course A Class have done the course in 10 mins, 6 secs.

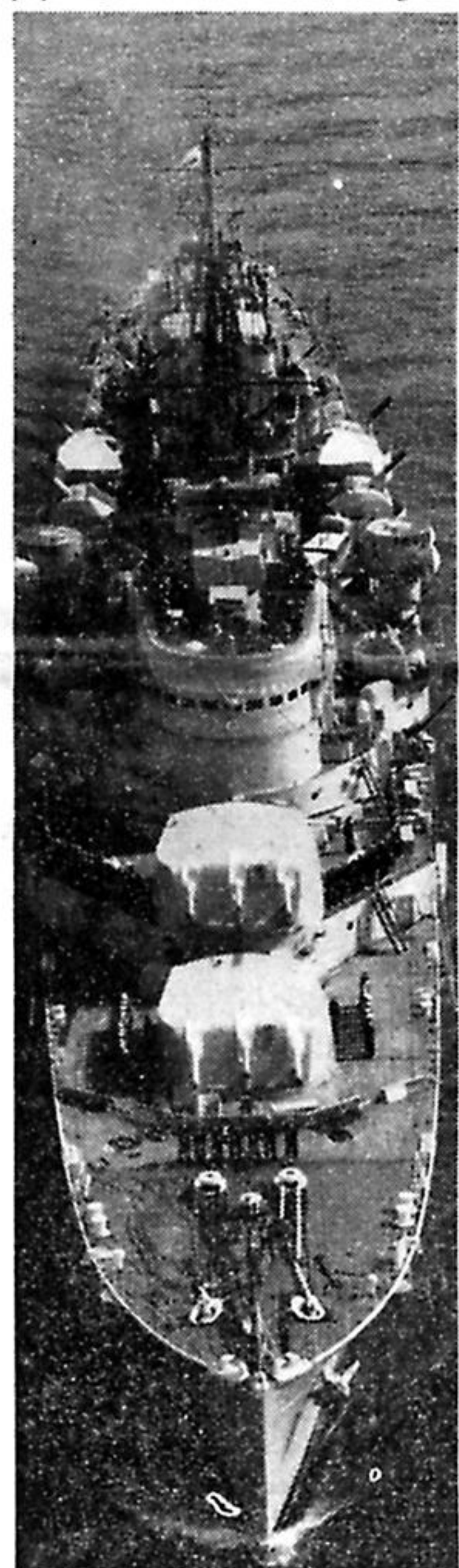
This is the first time that the 10 minutes "bogey" has been broken for this still obstacle course, and it reflects the enthusiasm of those who took part under the leadership of P.O. Lovelock.

Those who have been through the Petty Officers' Course at Corsham will recall the carrying of a valuable piece of equipment over the wall, through the pipe, across water by means of a couple of wires, hand over hand, the slippery log, etc., and appreciate the co-ordination of the team in achieving this remarkable time.

preparing for an Anglo-Spanish exercise. The first "Combined" Fleet exercise for many years. Relaxation after this exercise is being provided by Palma (Majorca) and from all reports this will be a pleasant visit. Early November will see the ship visiting Naples on a final "rabbit-run" before returning to Plymouth (via Gibraltar again).

Throughout her long life the ship has maintained a close and active liaison with the City of Birmingham, since being launched by Lady Chamberlain in 1936. The ship's badge is taken from the city coat of arms and the first eleven soccer team play their matches in shirts presented by the City Football Club. The Lord Mayor and other civic leaders have been entertained on board on several occasions as have parties of children from the City's schools. The wardroom proudly displays paintings on loan from the City Museum and Art Gallery and there have been many other instances of City-Ship co-operation.

Now one of the oldest ships in commission in the Royal Navy, it is to be hoped that the next ship of the name will give service as long and as good as the present "old lady" and that her company will enjoy themselves as much as their many predecessors.



A most unusual, fore-shortened view of H.M.S. Birmingham

terminated to show that the traditional Irish hospitality bore no relation to politics. Hotels in Bantry and Glengarriff were reopened and a successful dance was given by the locals for the ship's company; private hospitality was as warming as the whiskey. Visits to Killarney were popular and the keen "Outward Bound" made a climbing trip to the nearby McGillycuddy's Reeks. Fishing and golf were plentiful and the rugby XI played a never to be forgotten fixture at Skibbereen.

Bordeaux proved to be the same and the ship's company had a most enjoyable time sampling the wines and the night life. The ship was berthed alongside the town's main square and a large fair was in progress—an irresistible attraction. Bus tours were made to vineyards and and liqueur factories—the free samples were delicious. The skiffle group made a broadcast for Radio Bordeaux and a dance for the ship's company was

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# Nelson killed in a duel! GRAND NAVAL ARMY VERSION

THE following account of the Battle of Trafalgar—as seen through French and Spanish eyes—was issued from the Headquarters of the Grand Naval Army, at Cadiz, on October 25, 1805.

As Admiral Sir Manley Power, the Commander-in-Chief, Portsmouth, who gave this account at the Trafalgar Day dinner in the Royal Naval Barracks, Portsmouth, on October 21, said, it is a superb example of the propaganda which might emerge from any country governed by a Dictator.

THE ENGLISH FLEET IS ANNIHILATED—NELSON IS NO MORE.

Indignant at being inactive in port, whilst our brave brethren in arms were gaining laurels in Germany, Admirals Villeneuve and Gravina, resolved to put to sea and give the English battle. They were superior in number, 45 to our 33; but what is superiority of numbers to men determined to conquer? Admiral Nelson did everything to avoid a battle; he attempted to get into the Mediterranean, but we pursued, and came up with him off Trafalgar. The French and Spanish vied with each other who should get first into action. Admirals Villeneuve and Gravina were both anxious to lay their ships alongside the Victory, the English admiral's ship. Fortune, so constant always to the Emperor, did not favour either of them: the Santissima Trinidad was the fortunate ship. In vain did the English admiral try to evade an action; the Spanish Admiral Alava prevented his escape, and lashed his vessel to the British admiral. The English ship was one of 136 guns; the Santissima Trinidad was but a 74.

Lord Nelson adopted a new system: afraid of combating us in the old way, in which he knows we have superiority of skill, as was proved by our victory over Sir Robert Calder, he attempted a new mode of fighting. For a short time it disconcerted us; but what can long disconcert his Imperial Majesty's arms? We fought yard-arm to yard-arm; gun-to-gun. Three hours did we fight in this manner; the English began to be dismayed—they found it impossible to resist us; but our brave sailors were tired of this slow means of gaining a victory; they wished to board; the cry was "à l'abordage," their impetuosity was irresistible.

At that moment two ships, one French, one Spanish, boarded the Temeraire—the English fell back in astonishment and affright—were rushed to the flagstaff—struck the colours—and all the boarders were so anxious to be the bearer of the intelligence to their own ship, that they jumped overboard, and the English ship, by this unfortunate impetuosity of our brave sailors and their allies, was able, by the assistance of two

more ships that came to her assistance, to make her escape in a sinking state.

## DEATH OF NELSON

Meanwhile Nelson still resisted us. It was now who should first board, and have the honour of taking him; French or Spaniard—two admirals on each side disputed the honour—they boarded his ship at the same moment—Villeneuve flew to the quarter-deck—with the usual generosity of the French, he carried a brace of pistols in his hands, for he knew the Admiral had lost his arm, and could not use his sword—he offered one to Nelson; they fought, and at the second fire Nelson fell; he was immediately carried below—Alava, Gravina and Villeneuve, attended him with the accustomed French humanity—meanwhile 15 English ships of the line had struck—four more were obliged to follow their example—another blew up.

Our victory was now complete, and we prepared to take possession of our prizes; but the elements were this time unfavourable to us; a dreadful storm came on—Gravina made his escape to his own ship at the beginning of it—the Commander-in-Chief

Villeneuve and a Spanish admiral, were unable, and remained on board Victory. The storm was long and dreadful—our ships being so well manoeuvred, rode out the gale; the English being so much more damaged, were driven ashore, and many of them wrecked.

At length when the gale abated, 13 sail of the French and Spanish line got safe into Cadiz; the other 20 have, no doubt, gone to some other ports, and will soon be heard of. We shall repair our damages as speedily as possible, go again in pursuit of the enemy, and afford them another proof of our determination to wrest from them the Empire of the Seas, and to comply with his Imperial Majesty's demand of ships, colonies and commerce.

Our loss was trifling, that of the English was immense. We have, however, to lament the absence of Admiral Villeneuve, whose ardour carried him beyond the strict bounds of prudence, and, by compelling him to board the English admiral's ship, prevented him from returning to his own.

After having acquired so decisive a victory, we wait with impatience the Emperor's order to sail to the enemy's shore, to annihilate the rest of his navy, and thus complete the triumphant work we have so brilliantly begun.

## Impressive performance leads to new part

THE Singapore Naval Base Theatre Club's production of "The Love Match," a play by Glenn Melvyn, had a very successful run on the first three nights of October.

Competently produced by C.P.O. Wm. Roy Lamb, the cast included Gerry Lodge, Jim Roy, Brenda Craig, Bob Harries, Trudy Long, Willie Wilmet and Pat Rimer, while Stores Assistant (V) Don Stokes gave such an impressive performance that he was asked to join the Singapore Stage Club, a local theatrical society, by one of its representatives.

Stokes is now hoping to be given a part in the Singapore Stage Club's next presentation, "Charley's Aunt," which will be ready in December.



Stores Assistant Don Stokes



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# EARL MOUNTBATTEN AT ROYAL MARINE SERGEANTS' BALL

THE chief guest at a Royal Marine Sergeants' Mess banquet and ball, held in the Guildhall, Portsmouth, on October 16, was Admiral of the Fleet The Earl Mountbatten, Chief of Defence Staff.

The occasion was a most colourful one and one of which the Royal Marine Sergeants' Mess can be justly proud.

Among other guests were the Lord Mayor and Lady Mayoress (Councillor and Mrs. L. J. Evans), the Commandant General (Lieut.-General I. H. Riches) and Mrs. Riches, the Major-General Royal Marines, Portsmouth, (Major-General R. W. Madoc) and Mrs. Madoc, and the Commander-in-

Chief, Portsmouth, (Admiral Sir Manley Power) and Lady Power.

President of the Ball Committee was Q.M.S. F. Agass and the Secretary was Q.M.S. F. E. Berry.

In his speech the Earl Mountbatten referred to the fact that in 1964 the Royal Marines celebrate their tricentenary, and he also stated that the Royal Marines were eminently suited for limited warfare and that was one of the reasons why the Admiralty had fitted out H.M.S. Bulwark as a Commando Carrier.

Bulwark would probably be based at Singapore with the Royal Marines living ashore. When embarked the Commando Unit would be self-supporting for about six weeks at a time.

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H.M.S. Daring at Monaco

## H.M.S. DARING CRUISES AROUND THE MED.

### Emulating the idle rich

THE wind howled, the rain poured, the thunder roared and H.M.S. Daring commissioned January 20, 1959, in Devonport Dockyard for a Home/Mediterranean General Service Commission under the command of Captain C. P. Mills, C.B.E., D.S.C., Royal Navy as Captain (D.), Second Destroyer Squadron.

After a prolonged refit and work up at Portland lasting until the beginning of May, H.M.S. Daring sailed for the Mediterranean, calling for one night at Gibraltar en route to Malta. The ship stayed for a few days prior to taking part in support of an amphibious exercise with the U.S. 6th Fleet.

After the exercise Daring returned to Malta and almost immediately set off for Cyprus patrol (where the ship's company were told by General Darling

that any party out there that had no arms was extremely Non-U: whether he was referring to Venus de Milo or Eoka it was never discovered).

Cyprus patrol was split by a most interesting and worthwhile visit to Athens in company with other ships of the Mediterranean Fleet. Then back to Cyprus, where the first Medfoba party climbed a mountain referred to as "The Five Fingers" and, with the aid of Army Jeeps, managed to "do"

St. Hilarión's Castle, which was used, incidentally, as the background for the Walt Disney's "Sleeping Beauty" castle scenes. After Cyprus the ship returned to Malta.

The Fleet Regatta at Augusta was the next stop. Let it be said just that "Daring was there." After the Regatta, again back to Malta.

The next port was, for five days, Monaco, a most beautiful place with the Maritime Alps in the background, and everyone enjoyed emulating the idle rich. The harbour was full of the most luxurious yachts in the world, including Shemara and the Christina; on board the latter was Sir Winston Churchill. A game of football was played against a local side but we were beaten 3-0. Small wonder, it being the last day of the visit. On leaving Monaco a sigh was heard to leave the ship. "Thank Heavens we cannot go ashore tonight."

In September, in company with other ships of the Fleet, Daring departed for Venice, with its history, its buildings, its museums and works of art and its wine—these can be put in any order. A quieter, but none the less enjoyable, place than Monaco.

After Venice, the ship went, with Crossbow, to Dubrovnik, which had many things to offer—good hand-carved boxes and a most excellent beer. Dubrovnik is a beautiful walled town that has a castle that sullenly guards what was a thriving port in the Middle Ages and a panorama of hills in the background that were in many places heavily wooded. A game of football against a local side resulted in Daring's team coming off second best.

It was after leaving Dubrovnik that we learned of the good fortune of one of the ship's company, who won £1,300 on the football pools—now the messdecks are scattered with "perms" and plans for winning a similar amount, but as yet with no results.

At the time of writing Daring is on the way to Majorca and Tunis. It would be a brave man who would say a sailor's lot is not a happy one.

## NEWS OF OTHER NAVIES

### U.S. claims to have best catapult

(BY DESMOND WETTERN)

WHILE many American carriers are now fitted with the British-invented steam catapult, the U.S. Navy now claims to have gone one better with an internal combustion catapult.

This type of catapult has a 50 per cent. greater capacity than steam catapults and, it is also claimed, it can launch a 100,000 lb. aircraft at 125 knots and other planes at up to 175 knots. The catapult uses a jet-fuel compressed air engine.

When the first American Polaris missile-carrying submarines make their debut next year it is expected that they will be fitted with electrolytic oxygen generators. Using electric current these generators separate oxygen atoms from water and, it is claimed, will increase the oxygen supply usually carried in a submarine by 50 per cent. The submarine George Washington will be the first operational boat so fitted.

The first details so far released show that the George Washington will have a crew of 100 and will carry 16 Polaris missiles. Her tonnage will be 5,400 and she is expected to commission on December 31 this year. She was launched at Groton, Connecticut, on June 9 last.

#### CANADA

The cruiser Ontario, formerly H.M.S. Minotaur and a sister ship of H.M.S. Swiftsure, has been sold for scrap. She fetched only 500,000 dollars.

#### CHILE

The battleship Almirante Latorre last month arrived in Japan to be scrapped. She left Talcahuano under tow on May 29. She was building for Chile in a British yard at the outbreak

of the 1914-18 war and with her sister ship Almirante Cochrane was taken over by the Royal Navy. Renamed H.M.S. Canada she fought at Jutland while her sister ship became H.M.S. Eagle, one of the Navy's first carriers. After a refit the Almirante Latorre was returned to Chile in 1919-20. With her passing goes the last warship anywhere in the world to have fought at Jutland. Only one other major warship which fought in the First World War survives. This is the Turkish battlecruiser Yavuz which was formerly the German Goeben.

#### RUSSIA

In a recent issue of "Soviet Fleet" a Russian army colonel and an engineer captain describe the "radio war" allegedly carried out by the Western powers.

The article claims that "radio espionage is carried out in peacetime by the imperialistic powers." To support this claim the article quotes the article in the Oxford University magazine "Isis" which caused a considerable stir last year.

From Western Germany comes a report that the Soviet Baltic Fleet now has eight cruisers armed with guided missiles. These missiles have a range of 18 miles and can be used for shore support or against aircraft.

Reports from Japan say that during March large-scale exercises were carried out by Soviet naval forces. Japanese shore radar stations detected intensive air and submarine activity off the west coast of the Island of Hokkaido.

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### Protector's fifth trip to Antarctica

H.M.S. Protector (Capt. D. N. Forbes, D.S.C., R.N.) sailed from Portsmouth on October 16 for a further commission in Antarctic waters.

With opportunities for mail few and far between, hobbies are going to play a great part and, judging by the large number of boxes of wool which were taken on board the day before the ship sailed, rug making is going to take pride of place. In years to come many will recall visions of ice and snow when they say, "Yes, I made that a few hundred miles from the South Pole."





# THE ROYAL NAVAL ASSOCIATION

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## 'Royals' steal show at Annual Reunion

### TRIBUTE TO CAPTAIN AND SHIP'S COMPANY OF JERVIS BAY

BY AYCHARBEE

FROM the brilliant fanfare "The Royal Naval Association" (by Lieut.-Colonel F. Vivian-Dunn, C.V.O., F.R.A.M., Royal Marines) to the evergreen "Sunset" played by the Massed Bands of Her Majesty's Royal Marines, the Annual Reunion of the Royal Naval Association at the Royal Festival Hall was a success. A real success with something for everyone and mostly everyone enjoying everything.

The "Royals," of course, "stole" the show—they always do. What a fine splash of colour they, and their instruments, made. They were a joy to behold and a pleasure to listen to. "Hearts of Oak," "A Life on the Ocean Wave" and "Rule Britannia"—all so stirring rendered and then, with the arrival of the President of the Association, Admiral of the Fleet Sir John Cunningham and other important visitors, we were away—away to a first-class evening.

The Massed Bands continued with "Pride of Race," a Grand March, and Tchaikovsky's "Valse de Fleurs," but this time, with a difference, for there was a harp soloist in the person of Musician N. H. Webb—an effective addition to the band.

A big, bright and breezy turn by Trevor Little captured the audience and so did the singing of the Welwyn Garden City Male Voice Choir. Several people expressed the regret that the words of the song "Give" were not printed in the programme. The appropriateness of the words, the music and the extremely fine rendering of the song are something that many will remember. As for "Land of Hope and Glory"—how well everyone present sang that.

Everyone was impressed by the solo-

ist and the massed bands in an item which followed, the Pianoforte Concerto in A Minor, by Grieg. The soloist was Musician David Craine, L.R.A.M., A.R.C.M., Royal Marines, and the rapt attention of the audience had to be experienced to be believed. The audience loved it—it was splendid. One item which came a little later by the bands—the Symphonic Study, "Bolero" by Ravel was not so well appreciated by many of those present. Perhaps it was an unfortunate choice for whereas the Grieg was listened to with bated breath, Ravel's work was interposed by fidgets and other signs of disinterestedness.

Vera Lynn was her usual self and she is an unquestionable favourite with the Association. Apologising for her non-appearance last year through indisposition she made up for her absence by pleasing the audience immensely.

Bryan Johnson and Jack Edwardes gave their inimitable performances and pleased the assembly very much indeed.

#### SECOND SEA LORD

Admiral of the Fleet Sir John Cunningham then introduced the Second Sea Lord, Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C. who, after expressing his thanks for the excellent show referred to the Navy of today. A few years ago there was uncertainty about the Navy. Money was wanted for this and for that and for a time it seemed that both the Government and the public had lost

their bearings. He was glad to be able to say that things had now changed. Improved conditions of service, pay and pensions. A little had been done for existing pensioners and hopes were entertained of still a little more for a lot more. Re-engagements in the service were now more satisfactory and recruitment was so good that the Admiralty could be "choosy" about whom they took and had enabled the few "undesirables" to be weeded out and discharge by purchase permitted on a more generous scale than of recent years.

Admiral Holland-Martin referred to the departure of the First Lord Lord Selkirk, who had told him that he hoped the officers and men of the Navy realised how proud he had been of them during his time as First Lord.

The Second Sea Lord concluded that with the present qualities of the Navy maintained he had no fears for the future. The Navy would always adapt tradition and accept changes.

The Finale remembered the brave action of Capt. Edward Stephen Fogerty Fegen, V.C., R.N. who, keeping a promise when he said that should he meet the enemy whilst in charge of a convoy he would keep his ship, the Jervis Bay between the enemy and the convoy, did so, enabling the convoy to scatter, but whose ship was sunk under him. For this gallant action he was posthumously awarded the Victoria Cross. It was said of him and his ship's company at the time, "God knows these men have put their country in their debt today."

In the darkened hall the scene of the action was re-enacted musically, whilst the compere, Robert Easton, told the story. It was most effective and as a large Victoria Cross was lowered from the roof of the hall the silence and attention of those present could be felt.

Tribute was also paid to Captain Sven Olander and the crew of the Swedish motor ship Stureholm, without whose gallantry, in rescuing survivors, it is unlikely that any member of the crew of Jervis Bay would have lived. The Swedish flag was at the yard arm with the White Ensign and during the ceremony the Swedish national anthem was played.

As the massed bands played "Sunset" the colours were handed down and so ended another Reunion.

Had the Reunion ended? No! Dancing went on in the dance hall, yarns were swapped, pints were drunk, "old ships" met and pleasure was evident. It was a grand evening and as coaches and cars left could be heard, "See you again next year."

## Simplicity—Keynote of Cenotaph Service

### MEMORABLE ACT OF HOMAGE

BY AYCHARBEE

ONCE again the Royal Naval Association remembered before God, with "gratitude, reverence and love, all those seafarers who have given their lives that we might live, who passed through the waters into the heavenly kingdom" at the annual Cenotaph Parade and Service on October 17.

This yearly act of homage always amazes me. Forming up on the Horse Guards, shipmates from north and south, east and west, greet each other with smiles and handshakes with obvious delight. Joy at meeting old messmates is reflected on the face of everyone.

Poor old Parade Marshal—what a job he has! It seems an impossibility to reduce the "shower" to an organised parade, and yet it is done. It is remarkable what a few bars from the band will do. The old training re-asserts itself, and following the billowing standards, within a matter of seconds, there is order where before was apparent chaos.

What are the thoughts of those standing before the national shrine? Some were back at Matapan, some at Dunkirk, others in the cold Arctic waters on a Russian convoy, still others sweating it out in Singapore or down below in a submarine off Borneo. River Plate, Narvik, the Tobruk run, chasing up stragglers in an Atlantic convoy, "D" day. Each man had his own thoughts of men, ships and places and yet all were one in this act of remembrance.

The short, simple service (conducted by the Chaplain of the Fleet The

Very Reverend Thomas Crick assisted by the Reverend Gordon Budd, Rector of Bacton with Wyverston)—was impressive by its very simplicity.

Admiral of the Fleet, Lord Fraser laid a wreath at the foot of the Cenotaph and, as Captain E. S. Fogerty Fegen's exploit with the Jervis Bay was being remembered at the Reunion Festival in the evening, Shipmate Frank G. Wade, Chairman of the National Council, laid another wreath in the form of a Victoria Cross, in honour of the memory of a brave captain and ship's company.

Back to the Horse Guards via Whitehall, and Trafalgar Square. It is only a personal thought, but a couple of markers stationed about 20 yards apart and the whole company turning "eyes right" as it passed the monument to Admiral Lord Nelson would have been a most appropriate gesture. Difficult perhaps, and unless done well, with Naval precision, not worth while, yet I feel it would be in keeping with the occasion.

Vice-Admiral D. E. Holland-Martin, the Second Sea Lord took the salute before the parade was dispersed and in a few words he congratulated the shipmates on their bearing.

## Record attendance at Trafalgar Day Dinner

THE Worcester branch of the Royal Naval Association had a record attendance of more than 170 members and guests at the Guildhall, Worcester, on October 21, when the branch had its annual Trafalgar Day Dinner.

As a result of a special request made to the branch by Admiral Sir William Tennant, Lord-Lieutenant of Worcestershire, it was decided that in addition to remembering the battle of Trafalgar, the centenary of the Royal Naval Reserve should also be observed.

The guest of honour was the Bishop of Worcester, the Right Reverend L. M. Charles-Edwards, who proposed the toast of "the immortal memory of Admiral Lord Nelson and those who fell with him 154 years ago."

Admiral Tennant proposed the Centenary of the R.N.R. and said that all knew the country would have been lost without the men of the R.N.R. in the first and second World Wars.

Responding to the toast of the R.N.R., Captain N. Macnaughton-Wainwright, Commanding Officer of H.M.S. Flying Fox, Bristol, said that although the Reservists who joined ships were not up to the standard of the regulars when they joined, they all found among the regular officers and men a great measure of tolerance and forbearance which enabled the reservists, in a relatively short time, to find their feet.

Wing Commander W. H. N. Shakespeare, President of the Royal Air

Forces Association proposed the toast of the Royal Navy and the Royal Naval Association, and in reply Mr. R. E. Taylor, National Council Representative for the area including Worcestershire, paid tribute to the work of the Worcester branch which compared favourably with that of many branches in the sea ports.

Lieutenant-Commander J. McA. F. Cassidy, vice-president of the Worcester branch, proposed a toast to the guests who included the Mayor of Worcester (Councillor J. Williams), the Chief Constable, Mr. E. A. Abbot, and Brigadier S. J. Bourke, representing the Army.

Others present included Commander Sir Peter Agnew, M.P. for South Worcestershire, Captain H. M. Spreckley, R.N., President of the Worcester branch, and Mr. H. Day, chairman of the branch.

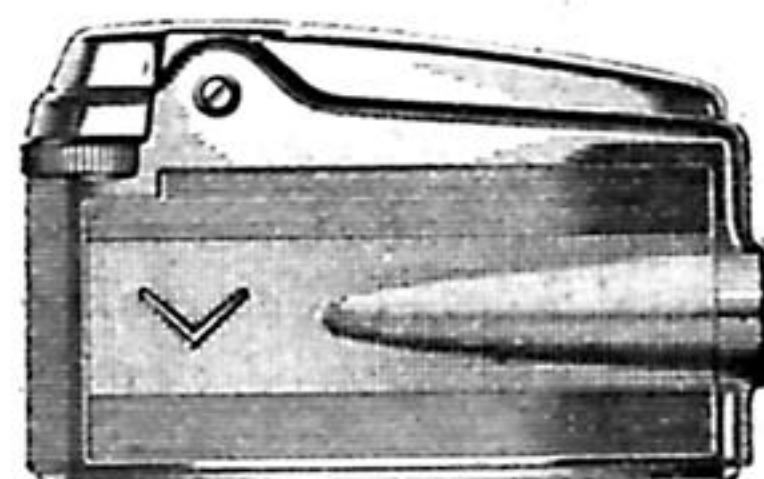
Lieutenant-Commander Cassidy, who was chairman of the committee which organised the dinner, thanked his fellow committee members—Messrs. J. H. Griswold, D. R. Lewis, W. Hall, J. Buxton, H. Hewlett and J. Duffield. On behalf of the guests Canon A. D. Gilbertson, a former Chaplain of the Fleet, thanked the Association for an evening of good food and good fellowship.

## We Will Remember Them

Shipmate Commander T. R. Chattock, R.N. (ret.), a former Chairman of Herts branch.



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Part of the large company at the Guildhall, Worcester (Photo: Berrow's Newspapers, Ltd., Worcester)



## STORMS WEATHERED Basingstoke and District comes of age

IT is twenty-one years since Shipmate F. Gary called the Inaugural Meeting and the Basingstoke and District branch of the Royal Naval Association was launched and commissioned and although very few of the shipmates who helped to launch the branch are still present, their spirit and desire to make the branch a success is still evident.

The past 21 years have not been all plain sailing and at times storms have had to be ridden out and the safety of the branch has, at times, been in doubt, but the storms have been weathered and today the branch is going from strength to strength. Under the able leadership of the branch chairman, Shipmate R. Lane, an energetic committee sees to the smooth running of affairs and the membership, which for a time stood at 70 to 72, has now risen to a total of 97.

The first Standard of the branch was dedicated in 1939 and during the war years the strength of the branch was

over 200 and much valuable work was carried out.

Post-war changes presented their problems; although the branch had purchased the land to build its own club and headquarters, Town and Country Planning declared it a development area and permission to build was refused.

When the name of the Association was changed it was necessary for the Standard to be changed and a new one was dedicated at a very large drum-head service in the park in 1954 which was attended by many shipmates from other branches. In June this year the old Standard was laid up in St. Michael's Church, Basingstoke.

A Ladies Guild was formed and this Guild has been a tower of strength to the branch. Through their very close co-operation very many enjoyable social functions have been carried out.

This year, as in previous years, the branch helped with the Basingstoke Carnival and the "Pirates" from the branch collected a record total of over £214 during the week, all of which went to the carnival fund.

## Herts Branch helps Sea Cadets

A GOOD muster of the old stalwarts who laid the foundation of the Herts branch of the Royal Naval Association, together with younger shipmates and ladies are expected at the celebration of the branch's twenty-first birthday on November 27 at the Shire Hall, Hertford.

During August the branch held its Annual Garden Fete in the Hertford Castle grounds and a useful sum was raised for branch funds. The success of the event was due largely to the ladies who kindly acted as stallholders and provided goods for sale.

New members have been enrolled at each branch meeting during this year and it is hoped that this state of affairs will be maintained.

It is pleasing to report that a detachment of the Sea Cadet Corps has been formed at Hertford. It is a "tender" to the Welwyn Garden City and Hatfield Unit. Branch shipmates are taking a keen interest in this formation and, apart from providing instructors, the rent of the Cadets' headquarters at Hertford is being borne by branch funds.

The branch has lost one of its former Chairmen. Shipmate Commander T. R. Chattock, R.N. (ret.) died recently at the early age of 58. Shipmates attended the funeral service which was conducted by the branch padre, the Reverend G. C. P. Hilton Briggs, R.N.R.

## Hayling's loss is Stevenage's gain

HAYLING Island branch of the Royal Naval Association said farewell to its Honorary Chaplain at a social evening on September 17. The Reverend A. E. Bennett, a most popular and highly regarded figure in the branch, has taken up new duties in Stevenage.

Shipmate W. Denton, Chairman of the Hayling Island branch asked the vice-president, Shipmate Doctor D. H. Broughton, at a social to present a parting gift to the Reverend Bennett. This was a barometer from members of the branch and in a few well chosen words Dr. Broughton said how much the Chaplain would be missed—not only in the branch but also in Hayling Island. He referred to the Rev. Bennett as a splendid fellow and congratulated Stevenage on their gain which was Hayling's loss. Mrs. Bennett was presented with a bouquet of flowers by Mrs. Jones.

## Twelve of Durham attend festival

TWELVE shipmates of Durham's small branch had the great pleasure of witnessing, for the first time, the appearance of the branch standard at the annual reunion in London.

The trip was made possible thanks to the efforts of Shipmates Ray Mitchinson and Johnny Egglestone and although standard bearer Dick Heron "sweated drops of blood" he avows it was well worth while.

Needless to say, everyone had a rollicking good time—well, nearly everyone, as up to the time of writing eleven of the twelve have been wondering where a certain shipmate disappeared to at approximately 1800 hours on October 17.

The Royal Festival Hall show was as impressive as ever but how much better it would be if all artistes had the clarity of diction that Vera Lynn possesses.

The branch standard will be on parade again on Remembrance Sunday at Durham's beautiful cathedral.

This year's buffet supper will be on December 4 and the "Members Only Smoker" on the 16th.

At the last branch meeting the vexed matter of enrolling associate members was brought up but it was decided that Durham branch could not accept any. Already there is hardly enough space for members proper and the making of associate members would inevitably mean a

H.M. Ships Whitby, Eastbourne and Zest, all of the 4th Frigate Squadron, left Portsmouth on October 30 for the Mediterranean.

change of venue and this the branch is not prepared to risk. Every member knows someone who would like to join, so, rather than risk possible discord in their election, the branch has taken the stand on no associate members.

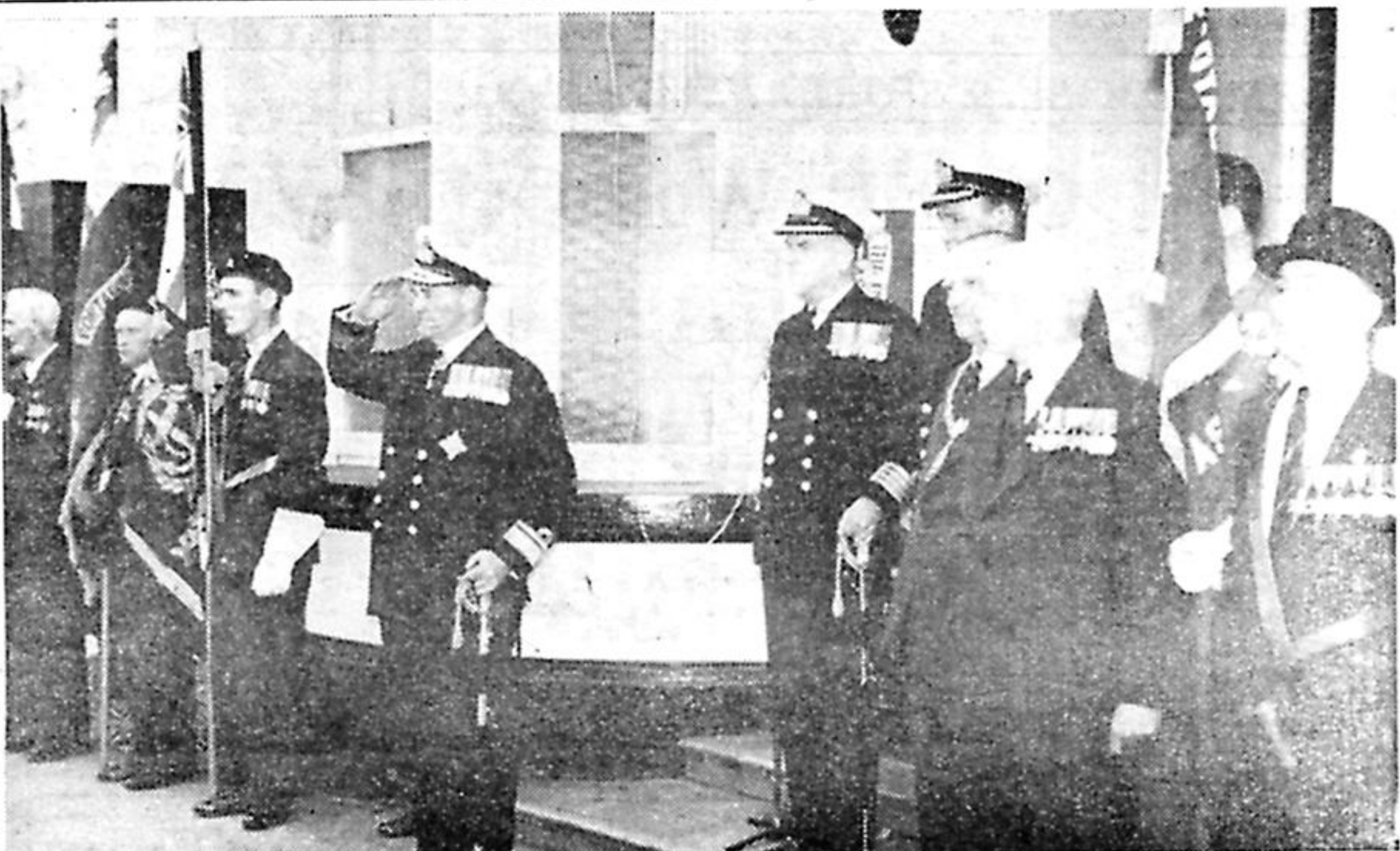
It would be interesting to know if other branches have had this problem and, if so, how they have coped.

## Twenty-seven standards at Lydd for dedication ceremonies OVER 250 ATTENDED

TWENTY-SEVEN Standards were present on September 27 at Lydd when the dedication of the new branch Standards of New Romney and District and Lydd and Dungeness branches took place at Lydd's parish church, the Cathedral of Romney Marsh. Over 250 ex-sailors, their friends and civic dignitaries filled the church.

Led by the Royal Marine Band of the Commander-in-Chief, The Nore, the contingents of the 27 Royal Naval Association branches and other ex-service organisations marched to the church and after the dedication ceremony paraded through the town to The Rye.

The service was conducted by the Rev. G. A. Finch of Lydd and the Rev. T. F. Stuart Martin of New Romney and the sermon was preached by Canon H. A. Hodge, a former Chaplain of the training ship Worcester. The lessons were read by Capt.



Rear-Admiral Sir Edward Rebbeck, K.B.E., C.B., takes the salute on the steps of Mountbatten House, flanked by No. 14 (Ireland) Area Branch Standards. Also in picture are: Captain A. G. Reid, R.N., of R.N. Aircraft Yard, Sydenham; Captain C. R. L. Argles, R.N., Senior Naval Officer Northern Ireland; the Mayor of Bangor, Councillor F. C. Tugham; and Commander W. C. Thomas, D.S.C., R.N., a vice president of Bangor Branch. Photograph: K. Orbinson.

## 'MOUNTBATTEN HOUSE' OPENED AS BRANCH H.Q. Milestone in history of Bangor

REAR-ADMIRAL Sir Edward Rebbeck, K.B.E., C.B., the Branch President, flew from England to open Bangor's new headquarters on Saturday, September 19. Situated on the Queen's Parade, Bangor, County Down, the building, which was a former hotel, was purchased last year and has been completely renovated to provide facilities for members to enjoy television, darts, cards and a quiet drink in the newly furnished comfortable lounges.

A truly naval occasion, the day was marked by the splendid "turn out" of the guard of honour under Sub-Lieut. Cochrane, R.N.R., and a contingent of the W.R.N.S., both provided from H.M.S. Caroline, by kind permission of Capt. J. E. Robson, R.N.R. Amongst those present were the Mayor of Bangor, Councillor F. C. Tugham; Capt. C. R. L. Argles, R.N., Senior Naval Officer Northern Ireland; Capt. A. G. Reid, R.N., Captain Superintendent R.N.A.Y. Sydenham; Surg.-Capt. W. A. Hopkins, O.B.E., R.N., President Londonderry Branch; Lieut.-Cdr. C. Dinsmore, Chairman Mid-Antrim Branch; Lieut. C. A. Maxwell, Chairman Belfast Branch; Lieut. Bartlett, Area Chairman; S/M J. Thatcher, National Council Delegate; and other representatives from the Newtownards, Portadown and Dublin branches.

The Chairman and Secretary of the Bangor Branch of the British Legion were also present and a very full attendance of Bangor's own Branch Members, including all Vice-Presidents and their wives, together with the Ballyholme Brass Band, which played appropriate music during the ceremony, made up the very colourful parade.

Welcoming Admiral Rebbeck the Mayor spoke of the work of the Bangor Branch in providing amenities to Naval ships visiting the Borough and of the new facilities it was now providing for its members. The opening, he said, was a milestone in the history of the town.

Admiral Rebbeck thanked the Mayor for the kind words he had said about the Branch and said the Royal Naval Association was proud to have as its Patron Her Majesty the Queen. The Admiralty, he said, recognised the Association as a body formed to foster amongst members of the Naval

Forces good fellowship and comradeship. The Admiral ended with the Association Motto—Unity, Loyalty, Patriotism and Comradeship. He then unveiled the commemorative plaque and named the Headquarters "Mountbatten House."

Capt. Argles said Admiral of the Fleet Earl Mountbatten of Burma had asked him to convey to the branch his congratulations and good wishes on obtaining their new premises. He then presented to the branch an autographed portrait of Earl Mountbatten.

The Bangor Branch Chairman, Shipmate George Simpson, thanked Admiral Rebbeck for opening the Headquarters and presented him with a suitably inscribed blackthorn stick.

Later in the evening the highlights of the ceremony were seen again on television and it was felt that the Bangor Branch had really been "in the news."

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## HOME AIR COMMAND SPORTS NEWS

# Goal came while players were appealing

## HAMPSHIRE POLICE BEATEN AT LEE

HOME AIR COMMAND 9, HAMPSHIRE POLICE 1

THE first association football fixture of the season was played on the Manor Way ground, Lee-on-Solent, on September 24, the Air Command team being selected following a final trial of 25 players the previous day.

The Police kicked off and made for the Command goal, but good defensive covering broke up their attacks and several good moves were soon seen by the Command players. Goodwin provided the first thrill with a brilliant run beating four men; his shot at goal went inches past the post.

Both teams soon settled down and some good constructive football was seen but it was not until the twentieth minute that the first goal came. A through ball to Trickett was cracked into the net while the Police defenders stood still appealing for offside. Heath followed up with a goal two minutes later hitting the ball home from a narrow angle.

It was all Air Command now and the Police were being hard pressed. Murray who was playing brilliantly at inside left scored number three by beating a defender and neatly side footed the ball past the advancing goalkeeper. Five minutes later Heath increased the score by neatly deflecting with his head a free kick taken by Welch. Goodwin quickly made it five with a great goal.

The Police never gave up trying and were soon rewarded with a well taken goal. A fine run by the right winger who crossed the ball to his inside forward to hit it first time past Cairns the Command goalkeeper.

Half-time: Home Air Command 5; Hampshire Police 1.

Straight from the restart the Command went further ahead. With the Police defence standing still, Heath quickly nipped in, gathered the ball and cracked it into the net. The police struck back and for a few minutes the Command goal was under pressure, and only a quick recovery by Widdowfield who kicked off the goal line prevented a goal. Another Command attack soon developed and Heath, taking possession of a loose ball hit it goalwards, the ball hitting a defender on its way into the net.

The Police inside right was striving hard and one shot from him took

Cairns to full length to save.

With time fast running out and the Police tiring, the Command put on more pressure and further goals came from Heath and Trickett.

### Yeovilton through to semi-final of Bambara Trophy

THE first round of the Bambara Trophy knock-out competition for Rugby football is now completed with Yeovilton, last year's winners, successfully through to the semi-finals. First-round results are as follows:

H.M.S. Ariel 0, R.N.A.S. Yeovilton 14; R.N.A.S. Abbotsinch 3, R.N.A.S. Lossiemouth 39; R.N.A.S. Arbroath 12, R.N.A.S. Lee-on-Solent 3; R.N.A.S. Culdrose 12, R.N.A.S. Brawdy 3.

## Air Command Rugby Team in the West Country

THE Fleet Air Arm Rugby team has just completed a West Country tour during which three games were played. All three were lost but most valuable experience was gained which will bring its reward.

The trialists mustered at Yeovilton on October 8 and after two trial games the players left for Culdrose on the 11th. The hospitality shown by Seahawk was much appreciated by the players and a good start was given to the tour.

The players loosened up on Monday morning with a new version of "all in" basket ball which would cause consternation amongst the purists of that sport, then left for Redruth on the afternoon of the 12th for the first game.

This was good robust rugby and the Air Command held their own until half-time when the score was 8-3 to Redruth. The experience and cohesion of the Redruth team told in the second half and the Fleet Air Arm lost 19-3. On the whole the Air Command played sound rugby and had the team had longer together it would have knitted better. The only unfortunate incident was the loss of the team's lock forward from a badly cut eye sustained in the early minutes of the game, consequently keeping him out of the latter games.

On returning to Seahawk a few members made nocturnal sorties to various hostilities around Culdrose but all managed to arrive for the workout with the team captain on the parade ground the next day. During the course of which various comments

were hurled at the team from anti-rugger types around the Parade.

There were seven changes for the Penzance game which gave many players the unique experience of playing under floodlights—this was a very hard game fought all the way even though Air Command lost 16-0. The pack had a particularly hard game and the threequarters covered well.

The team for Dartmouth again found some changes and representative honours went to Arnold, Bigland, Griffin, Nicholas, Howard, Lord, Greenslade, James, Chapman, Haddleton, Hollick, Jenkins, Brooks, Bowers and Buchanan.

A number were overawed at the magnificence of the College, but the Fleet Air Arm contingent was well looked after, and Dartmouth proved an ideal setting for the final game of the tour.

After two hard games a little fire had left the side, and the Dartmouth team took swift advantage of the slowness on the ball to thump home three quick tries, but the Air Command settled down and answered with two tries. The Dartmouth pack were quick and their three ran strongly to finish with a score 16-8.

Everyone finished the tour with a little regret at leaving new found friends and team mates, but are looking forward to renewing them in the future.

## C.P.O. HOLDS HAMMER TITLE OF TWO COUNTRIES

C.P.O. Johnson was NAVY NEWS Sportsman of the Month in May, 1957.



Chief Petty Officer Johnson at the Merdera Stadium, Kuala Lumpur, August, 1959

A MEMBER of the Royal Naval Athletic Club (South) who is looking forward to athletics with his club next season is C.P.O. Johnson, who, this year, holds the throwing-the-hammer championship of two countries at the same time.

Sam Johnson has been the Singapore champion for throwing the hammer for the past three years and Malayan champion for the past two years. Until this year Singapore competed in the Malayan championships as one of the Malay States, but now that Singapore has become self-governing, it was invited, with Ceylon, North Borneo and Brunei, to participate as neighbouring countries.

As Singapore champion C.P.O. Johnson accompanied the Singapore team to Kuala Lumpur. The games were opened by the King of Malaya and Johnson managed to win the hammer event.

## Guernsey wins the annual charity match

Augmented Daedalus XI 0, Guernsey F.A. XI 4

The annual charity match in aid of the King George V Fund, between an Augmented Daedalus XI and the Guernsey F.A. XI was played on October 10 at Guernsey under ideal conditions and before a good crowd.

The Daedalus attack moved quite well in the early stages, but their final moves fizzled out in front of goal. The Islanders were having a fair share of the game too.

Hughes in the Daedalus goal was the first to be tried. Collins the left winger hit the ball hard from 25 yards and Hughes saved well near the angle of the woodwork. Daedalus soon hit back with Farley hitting a great shot that beat the goalkeeper and crashed against the bar. Goodwin drove back the ball which the 'keeper did well to save.

Fray and Bodkin, the Daedalus wingers, were well in the picture and made some fine runs, their crosses, which sometimes caught the defence out of position, went begging with no one in front of goal to finish off.

A good run and shot by Goodwin

was scrambled away and Welch collecting the loose ball shot inches over the bar. The Island goalkeeper, Pasquir, brought off many fine saves, one from a rising shot by Goodwin extended him to the full with a great leap to tip the ball over the bar.

The Navy boys soon set up attacks and shots by Goodwin and Farley went near. Hughes, the Daedalus goalkeeper, who had received a slight injury in the first half left the field and Trickett went into goal. Seconds later the Islanders took the lead with a flying header from their inside forward. With the defence and attack disjointed the Daedalus team were soon under pressure and Trickett did well in goal. Guernsey went further ahead after 66 minutes with a great goal.

The third goal came two minutes later when Widdowfield, in intercepting a cross unluckily put the ball into his own net.

The Island XI completed the scoring after 71 minutes with a great goal.

Among the many spectators were His Excellency, the Governor of Guernsey, the Commander-in-Chief Portsmouth, Admiral Sir Manley Power and other well-known personalities of the Guernsey Association of the R.N. and R.M. who were the sponsors and organisers of the match.



"—and hunger, not of the belly kind, that's Banished with bacon and beans, But the gnawing hunger of lonely men for A home and all that it means."

(APOLOGIES TO THE LATE DAN MCGREW)

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## START OF THE LONG ROAD FOR HOCKEY PLAYERS

THE draw for the first round of the Royal Navy Hockey Knock-Out Competition, 1959-60, is given below.

A preliminary round is unnecessary since exactly 32 entries were received. The first round must be completed by the second Wednesday in November.

1. H.M.S. Victory v. H.M.S. Dolphin.
2. H.M.S. Ariel I (L.) v. H.M.S. Collingwood.
3. H.M.S. Ariel II (W.D.) v. H.M.S. Sultan.
4. H.M.S. Excellent v. H.M.S. Vernon.
5. H.M.S. St. Vincent v. Reserve Fleet, Portsmouth.
6. R.M.B. Eastney v. H.M.S. Dryad.
7. R.M. Deal v. H.M.S. Mercury.
8. P.R.O.M. v. R.N.B. Chatham.
9. H.M.S. Osprey v. N.A.S. Yeovilton.
10. 42 Commando v. I.T.C. Lymington.
11. N.A.S. Culdrose v. N.A.S. Brawdy.
12. Reserve Fleet, Devonport v. H.M.S. Thunderer.
13. H.M.S. Cambridge v. H.M.S. Drake.
14. H.M.S. Raleigh v. R.M.B. Stonehouse.
15. R.N.A.T.E. Caledonia v. N.A.S. Abbotsinch.
16. N.A.S. Lossiemouth v. N.A.S. Arbroath.

## SEVEN GOALS CONROY

H.M.S. Ganges "went to town" when the football team scored its first win in the Navy Cup since 1955. The team scored a decisive 7-0 win over Royal Naval Barracks, Chatham. All seven goals were scored by L./Sea. Conroy.

## Air Command Cup

THE first rounds of the Air Command Cup have now been completed and the results are as follows:

R.N.A.S. Lossiemouth 7, R.N.A.S. Brawdy 2; H.M.S. Ariel 4, R.N.A.S. Culdrose 2; R.N.A.S. Lee-on-Solent 4, R.N.A.S. Yeovilton 0; R.N.A.S. Arbroath 4, R.N.A.S. Abbotsinch 1.

## For the lower deck

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

For full particulars ask the man from the

## PRUDENTIAL

Or write to the Prudential Assurance Co. Ltd., Holborn Bars, London, E.C.1.



## Classified Advertisements . . .

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**APPLICATIONS** are invited from non-commissioned officers to manage off licences in the southern half of the country. Applicants should be married and preferably under 40, and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Living accommodation with free electricity, gas, coal and coke will be provided.—Applications should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

**SENIOR WARRANT OFFICER** required by **FEDERAL GOVERNMENT OF NIGERIA** for service with Nigerian Navy on contract for one tour of 12/24 months. Commencing salary up to £1,380 in scale (including inducement pay) £1,314 rising to £1,524 a year. Gratuity at rate of £150 a year. Outfit allowance £60. Liberal leave on full salary. Free passages for officer and wife and assistance towards children's passages. Grant up to £150 annually while children are in U.K. Candidates must have held rank of Seaman C.P.O. and have been either Chief Gunner, Instructor or Chief Physical Training Instructor. Duties include supervision and training of Nigerian naval ratings.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M2B/52577/NAE.

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Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 3d. per word; minimum, 2s.

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Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

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**PAYING GUEST** welcomed by naval widow. Near Rye. One double and 1 single bedroom. Private bathroom. Garage. Central heating. Lovely views. Suit retired naval officer or couples on leave. 8 gns. all in.—Box 74 "Navy News."

**COMFORTABLE ACCOMMODATION** always available for naval men and their wives and families. Short lets preferred.—Phone Portsmouth 24281 for appointment to view.

**SOUTHSEA**, on main bus route. Comfortable accommodation; bed, breakfast and evening dinner. Reasonable terms.—Tel.: Portsmouth 24091.

**FURNISHED**, two bedrooms, 1 sitting-room and kitchen; use of bathroom; child welcome.—17A Marmion Road, Southsea.

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**EXCHANGE**, four-bedroomed house in Leigh Park, Havant, for same Waltham Abbey/Cheshunt area.—3 Titchborne Close, Leigh Park, Havant.

### MISCELLANEOUS

**IT IS A FACT** that many service officers and men pay too much tax. Do you? A retired Income Tax Officer is prepared to assist you with your tax problems. Terms moderate. Consult Lieut. G. E. V. Moss, R.N.V.R., 50 St. Vincent Crescent, Horndean, Hants.

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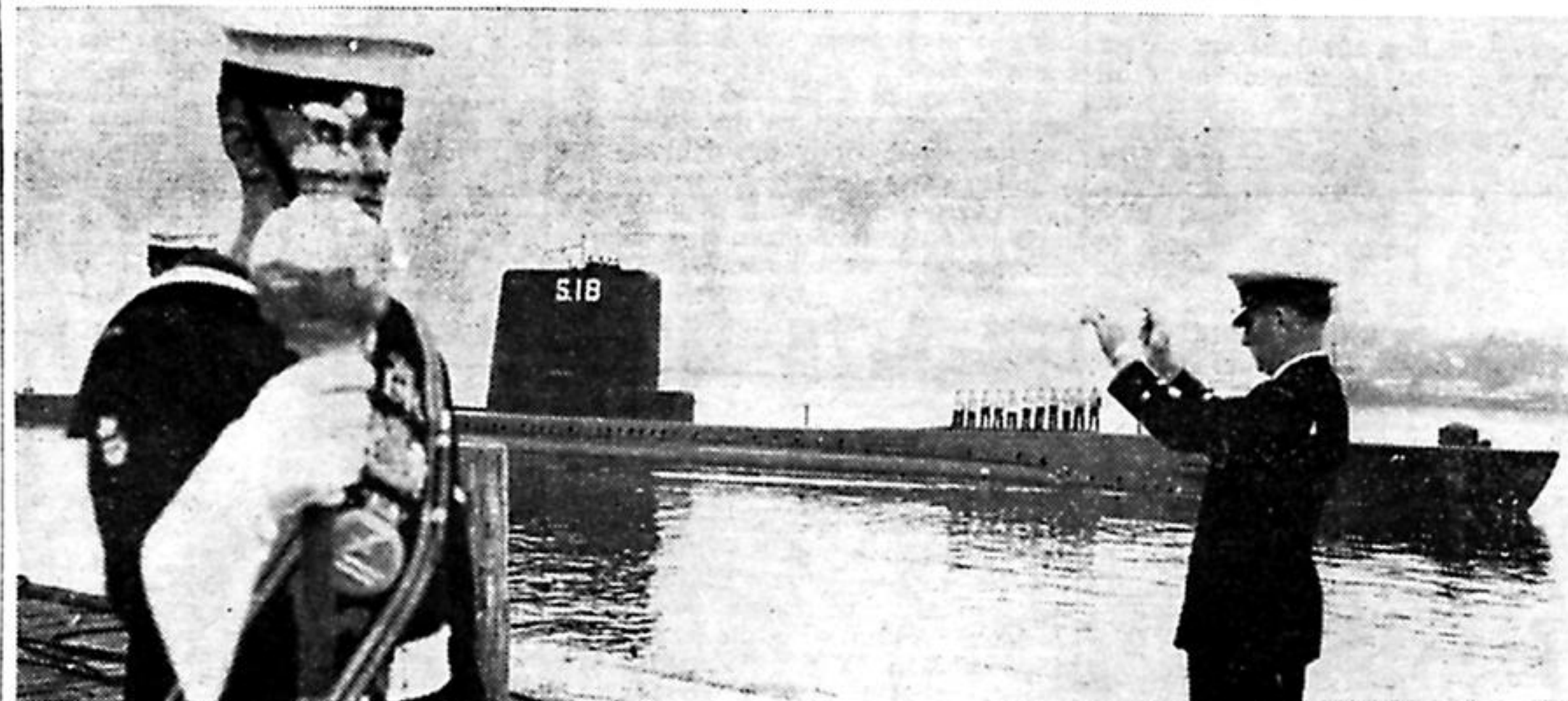
## Four officers married Canadians during the short commission

**H.M.S. Ambush** (Lieut.-Cdr. P. F. B. Roe, R.N.) left her Canadian base at Halifax, Nova Scotia for the last time on September 11. She was given a great send-off by the 6th Submarine Squadron, the R.C.N., the many friends and families that came down to the jetty and the band from H.M.C.S. Shearwater.

put in some time with the Americans. Towards the end of the commission she was part of H.M. The Queen's escort up the St. Lawrence River and took part in the R.C.N. Review at Halifax when the Queen left Canada. The Canadian climate is not kind to a submarine—in winter at sea the temperature in the control room was

Several of Ambush's families came over to Canada and settled very comfortably in their new surroundings and a large proportion of the ship's company came back with new Canadian wives—in the Wardroom; four officers out of six.

During the commission Ambush visited New York, Bermuda, Montreal, New London and Norfolk (Virginia). The week in New York was a fabulous "run ashore" and submariners were to be seen in such well-known spots as the Empire State Building, U.N.O. and Madison Square Gardens, not to mention the Stork Club and numerous bars. Bermuda, island of sunshine and exotic colours, was very popular and the gigantic U.S. Submarine Base at New London



H.M.C.S. Shearwater's band on the jetty as H.M.S. Ambush leaves Halifax, Nova Scotia

During her commission in Canada from June, 1958, to September, 1959, Ambush steamed 39,000 miles and spent 177 days at sea. She worked mainly giving A/S. exercise time to the new Canadian St. Laurent class destroyers and the R.C.A.F. and also

as low as 32° F. and in summer when diving in the Gulf Stream it rose as high as 95° F.

For most of Ambush's crew it was the first time they had seen the New World, land of dollars, supermarkets, central heating and large American cars. The submarine's car park was quite a prosperous sight.

gave Ambush some overwhelming hospitality. As far as is known no submariner managed to get outside the base into the town.

Ambush's verdict was that her Canadian commission was a lot of hard work but very rewarding, both for those with families out there and for the bachelors.

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## CROSSBOW VISITS VENICE

**CROSSBOW'S** activities over the last few weeks have been of a varied nature with visits to Salonika, Venice and Dubrovnik.

Although the majority of the ship's company kept within the boundaries of the town, Sub-Lieut. Perryman took a party of seven on a day's hike through several small towns and villages.

The highlight was a visit to Venice. The organised tours were very popular and most men found the place an ideal "rabbit run" and the result has been that nearly every conceivable space on board is now filled with musical gondolas, glassware, etc. Many were paying their first visit to Venice and all agreed that it lives up to its name—the Queen of the Adriatic.

The next port of call after Venice was Dubrovnik but the visit falling in a blank week came as an anti-climax. It is a most interesting town with a high stone wall completely enclosing the quaint old buildings but it did not have the appeal that Venice did.

At the moment of writing Crossbow is at Malta preparing for Cyprus Patrol and taking part in various sporting activities. The inter-part football competition was a win for the "Top."

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Apply Personnel Officer—

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Fitzherbert Road, Farlington, PORTSMOUTH

## A WINDMILL LOVELY



Lovely 17-year-old Ruth Calvert in the costume she wears in the finale of the new production at London's Windmill Theatre. Ruth was born in Belfast on September 22, 1941, and is the third sister to appear at the Windmill.



# Wheeling from port to port STORY OF A NAVAL CYCLING CLUB

NOWADAYS the sight of a sailor with a bicycle setting out from his ship or establishment to explore the countryside, both at home and abroad, is quite commonplace. With the advent of popular expeditions in the form of Sherpa and Outward Bound activities, the sailor is being tempted more and more to step ashore into the great outdoors, and it is here that the sailor cyclist can come into his own, for with the assistance of two wheels and the use of a little energy his limits of exploration are limitless.

Cycling in the Royal Navy really had its beginnings in 1951 with the formation of the Royal Naval Cycling Association. This keen and enthusiastic organisation has done much over recent years to assist and foster all the cycling interests of the sailor, both in the touring and racing spheres, and coping with the problems that arise from ship-borne cycling.

To take an example. The H.M.S. Tyne club, which was started in H.M.S. Maidstone in January, 1958, has enabled the cyclist to see much more of the countries that he has visited and has enabled him to meet many more of the people of those countries. In Jamaica the club "run" took them along dusty roads lined with tall sugar canes and enabled the members to climb almost to the summit of the majestic Blue Mountains (4,400 ft.). Then came a visit to Barbados where the cyclists had to wade ashore through pounding surf with their bicycles held over their heads before they sampled the delights of this fascinating jewel of the Caribbean.

Trinidad and Bermuda provided beauty and surprise at every corner.

The summer cruise of Tyne enabled the Tyne club members to visit many parts of Scotland—from Tain and Invergordon in the north, alongside Loch Ness, over the Grampians, by the banks of Loch Lomond, right down to Largs in the south. As the ship travelled from port to port, the cyclists travelled overland to meet the ship on arrival. Visits to Copenhagen, to Helsingør and the coast line which meets the Kattegat ensured that there was never a dull moment.

Rough riding over the cobbles of Rotterdam started the summer cruise and then followed Gibraltar. The members rode to the summit of the Rock and circumnavigated it at all levels.

Back to the north again, the cyclists receiving a very warm welcome from the local cyclists' club in Hamburg. Lisbon and its environs were next explored.

The summer cruise of 1959 provided the club with more jaunts in Scotland and the real high-light of the club's life—Stockholm. The local Cyclists' Touring Club there helped the Tyne people to plan their biggest venture—an overland ride from Stockholm to Aarhus, Denmark, which was Tyne's next port of call. Three of the club made this journey of 471 miles and did it in five and a half days. The route was to Gothenburg via Eskiltuna,

Orebro, Mariestad and Trollhättan. At Gothenburg the party took passage across the Kattegat to Fredericks-havn and from there through Aalborg, and Randers to Aarhus right on schedule.

Oslo was the ship's next port of call and the warm welcome the club members received from the Norwegians will be remembered by them.

Antwerp was the scene of the club's next activities and there, once again, the members were introduced to the city and its cycling fraternity.

Generally speaking the Naval officer and the able seaman are a little sceptical of the sailor cyclist, but once they have been shown that a ship's club can make a most useful contribution to the ship's recreational activities their doubts soon vanish.

In conclusion it is obvious that the advantages to be gained in having a bicycle on board are unlimited. The problem of space for stowage can be overcome by enlisting the help of the Commanding Officer. Wherever you may travel with the Royal Navy there is always someone ashore with a bicycle to greet you, to help you reap the full benefit of your visit, and in turn to gain an insight to life in Britain.

Information about the activities of the Royal Naval Cycling Association may be obtained from Lieut.-Cdr. G. W. Mead, R.N., H.M.S. Ariel.

## TWO GOALS DOWN YET NAVY WIN IN LAST 15 MIN.

Until about a quarter of an hour before the end of this match between the Royal Navy (Portsmouth) and the Royal Marines in the Trafalgar Cup match played on October 28 it seemed certain that the Royal Marines would triumph.

At that time the score was 2-0 in favour of the Royal Marines' side, goals having been scored by McIlvenney and Evans in the second half.

A mistake by Cpl. Dick in the Marines' goal led to the first Navy goal scored by Mathews. Johns scored the Navy's second goal within a couple of minutes of the first and finally another shot by Johns rebounded to Mathews, who made no mistake in finding the back of the net.

The Commander-in-Chief, Portsmouth, presented the Trafalgar Cup to Shipwright Brown, the Navy's captain, after the match.

## DRAW AFTER BEING 5-1 DOWN

THE Portsmouth Command Boxing Club, although 5-1 down at one stage, managed to draw, six bouts each, with a Gloucester, Somerset, Wilts. and Bristol Amateur Boxing Association side at Swindon on October 26.

Results—Portsmouth Command given first: Heavyweight.—Marine Ron Saunders outpointed Len James (Patchway B.C.). Light heavyweight.—Leading Pat. Rae Dryden outpointed J. Nott (National Smelting A.B.C.).

Welterweight.—Marine Bill Chittil lost to R. Wolf (Wells A.B.C.), the referee stopping the contest at the end of the second round. Able Seaman Flanagan lost on points to H. Mees.

Middleweight.—S. A. Keough beat A. Williams (Bristol A.B.C.) in second round. Shipwright Pugh lost on points to J. Gribble (Robinsons A.B.C.).

Light middleweight.—L.R.E.M. Jarvie outpointed F. Strawbridge (Melksham A.B.C.). A.B. Cumberland knocked out K. (K.O.) Carter (Wells A.B.C.) in the first round.

Light welterweight.—A.B. Cleary beat R. Symonds (Cinderford A.B.C.), referee stopping the fight in the second round.

Lightweight.—A.B. Finlay was outpointed by A. Merrett (National Smelting A.B.C.).

Featherweight.—A.B. Finlay lost on points to P. Guest (National Smelting A.B.C.).

Bantamweight.—M.E. Collins lost on points to K. Swain (Wells A.B.C.).

## In Memoriam

Miss Marie Isabella McLachlan, B.E.M., Chief Wren, WRNS.47462, H.M.S. Sanderling. Died September 27, 1959.

Peter Anthony Seaborn, Leading Writer, C/MX.919857, H.M.S. Jufair. Died September 28, 1959.

Norman Wild, Able Seaman, D/JX.916311, H.M.S. Vernon. Died October 2, 1959.

Joseph Thomas Warbey, Acting Leading Electrical Mechanic, P/MX.924218, H.M.S. Collingwood. Died October 3, 1959.

Haydn Tudor Davies, Radio Communication Operator 2nd Class, P/J.976657, H.M.S. Bermuda. Died October 3, 1959.

George Cockburn, Engineering Mechanic 1st Class, D/K.950956, H.M.S. Barrage (Drake). Died October 5, 1959.

Shipwright 1st Class Wong Fook, O-2435, H.M.S. Tamar. Died October 6, 1959.

Michael Raymond Lyne, Radio Communication Operator 1st Class, D/SSX.908691, H.M.S. Drake. Died October 6, 1959.

David Lovatt, Able Seaman, D/JX.857891, H.M.S. Ausonia. Died October 7, 1959.

Peter Wilfred Rose, Petty Officer Electrician, P/MX.795960, H.M.S. Collingwood. Died October 10, 1959.

Harold William Arnold, Acting Ordnance Artificer 4th Class, P/M.928091, H.M.S. Royal Arthur. Died October 14, 1959.

Thomas Grange, Engineering Mechanic 1st Class, P/K.960901, H.M.S. Sultan. Died October 16, 1959.

## Portsmouth court-martial

AN Engineering Mechanic First Class, David Terry, of H.M.S. Tiger, was dismissed the service and sentenced to nine months imprisonment after pleading guilty to three charges, 1, improperly leaving his ship, 2, striking an officer and 3, using insulting language.

Terry appeared before a court-martial at the Royal Naval Barracks, Portsmouth on October 9.

## FILM RELEASES

"Rio Bravo" (Colour), Horse Opera, John Wayne, Dean Martin, Angie Dickinson. "Some Came Running" (Colour) (CinemaScope), Romantic Comedy Melodrama, Frank Sinatra, Shirley MacLaine, Dean Martin. "I'm All Right Jack" Satirical Comedy, Ian Carmichael, Peter Sellers, Terry-Thomas. "The Bridal Path" (Colour), Romantic Comedy Drama, Bill Travers, Fiona Cline, George Cole. "The Mouse That Roared" (Colour), Satirical Comedy, Peter Sellers, Jean Seberg, William Hartnell. "The Scapgoat" Extravaganza, Alec Guinness, Nicole Maurey, Bette Davis. "The Ugly Duckling" Burlesque, Bernard Bresslaw, Jean Muir, Jon Pertwee. "Gigi" (Colour) (CinemaScope), Musical, Leslie Caron, Maurice Chevalier, Louis Jourdan. "The Siege of Pinchgut" Action Melodrama, Aldo Ray, Heather Sears, Victor Madden.

## INTERVIEW BOARDS

(Continued from page 6, column 5)

cial reward but in addition consideration should be given to continued earnings, allowances and "perks" in the next ten years, the probable drop in pay caused by the cessation of one career in the Service and the commencement of a new career in civilian life and the opportunities of obtaining good, responsible well-paid posts at age 40 years as related to those obtainable at age 30 years. The Board was prepared to examine arguments for and against but made certain that the person being interviewed was aware of the financial side of the situation.

### POSSIBILITIES

The Board then turned its attention to the possibilities of a career in civilian life. Much thought was given to planning a career to last for 40 years, 35 years or 25 years as the case might be, offering congenial, lucrative, obtainable employment with regard to the domestic, geographic, financial background of the applicant, the good points which he had to offer and the requirements of potential employers. In some cases specific posts were offered although this is not primarily the function of the Board—briefly it aims at sorting out a man's ideas and telling him the best approach to his individual problem.

Service men attending these boards were given every opportunity to ask questions on pay, membership of trade unions, how to make an application, references, what further help is available, where specific expert advice can be obtained, financial assistance, training, etc., and were encouraged to express their own ideas of their marketable value in civilian life.

It is easy enough on the mess deck to say, "With my qualifications I can get a job worth £1,000 a year," but although it is wise to have a good, really good, assessment of one's own worth and capabilities, it must also be remembered that an employer makes his own assessment and, provided of course that he is conforming to the usual practice, will pay according to a certain national standard.

### MOBILITY

It is a natural thing for a Naval man to create solid roots in a Naval port but in such a place wages offered are not as high as the national average, so that mobility on leaving the Service has its own reward. For example, there is a Government Vocational Training Scheme especially designed to equip ex-Naval men with a skilled trade, but it would be impracticable to train a man as—say—an instrument mechanic if the man insisted on staying in—say—Portsmouth and if there were no opportunities of employment in that trade within reasonable travelling distance of Portsmouth. At the same time jobs can be found in the port areas, but only those jobs which are on offer and at the rates of pay existing in the area.

Our correspondent left the Board with the impression that it exists to help the individual. It goes out of its way to paint an overall picture and to afford all possible help. It will willingly obtain assessments of the possibilities of employment in any suggested locality in the country, it will advise on approaches to possible employers, it will itself, make approaches on a man's behalf—it is at your service, but the ultimate decision rests with you.

Our correspondent is certain that these boards are playing a most useful part in the resettlement of men into civilian life. Every man should take full advantage of them. They can be of considerable value to him.

The mechanics of the approach to the Board are quite simple. If you are at home, as soon as you are within the last three or four months of the end of your engagement, apply to your Division Officer or Resettlement Information Officer for two copies of Form E.D.828 which is the registration form for civilian employment. Complete both copies, inform your Divisional Officer or R.I.O. that you require an interview and ask him to ensure that both forms are forwarded to your Port Resettlement Information Officer. In due course you will be given a date and time for your interview. Admiralty Fleet Order 1308/59 also gives the routine for those who are abroad or on release leave.

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